BookletChart™

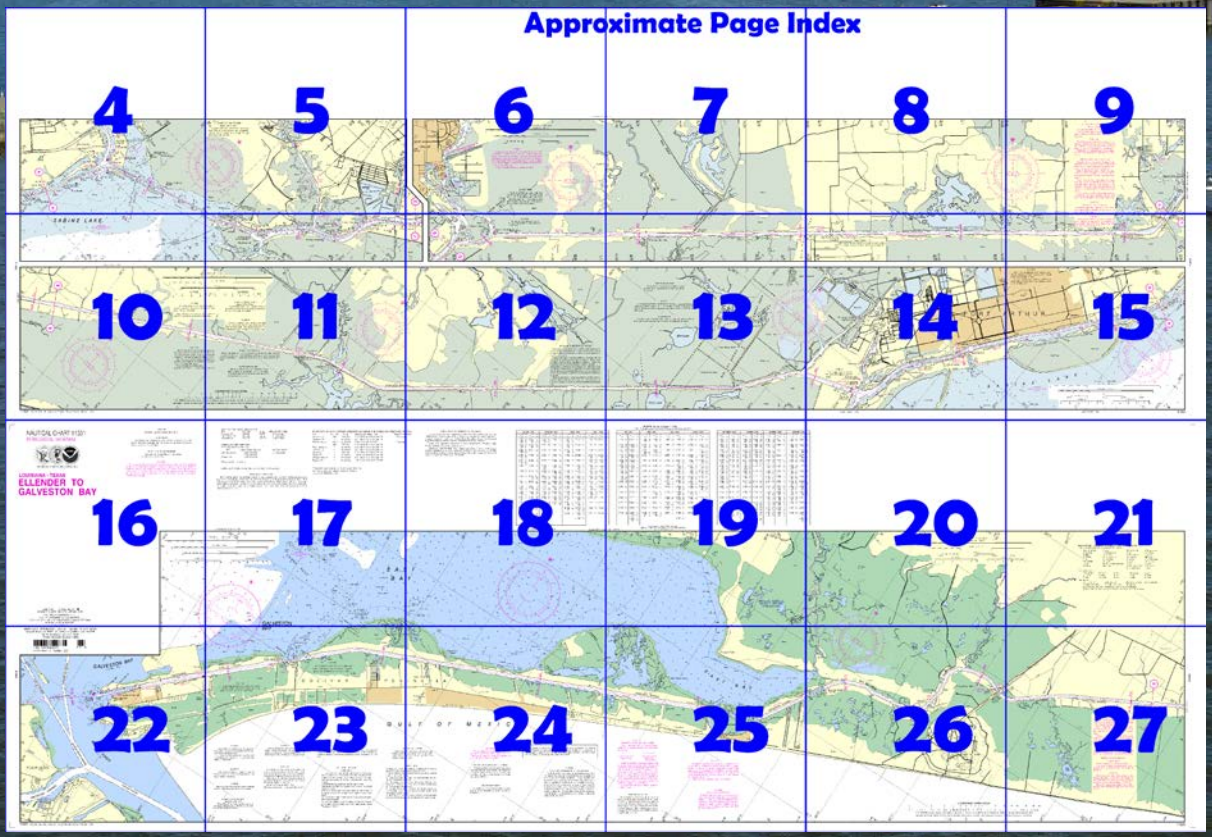
Intracoastal Waterway – Ellender to Galveston Bay

NOAA Chart 11331

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

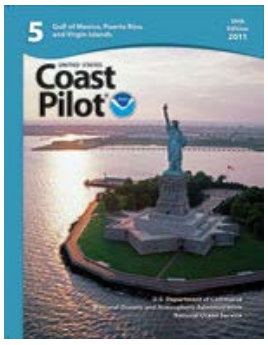
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11331



[Selected Excerpts from Coast Pilot]
Mermentau River empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution.
Calcasieu Pass, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.
Cameron, the seat of Cameron Parish, is a fishing village on the E shore of Calcasieu Pass 2.5 miles above its entrance. The village has numerous oil-well supply bases, shrimp-packing houses, and a menhaden processing plant. Gasoline, diesel fuel, water, ice, and marine supplies are available; electrical and engine repairs can be made.
Sabine Pass and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features, with the exception of High Island. Heald Bank, off the coast, has depths of 25 to 35 feet and is a danger to deep-draft vessels.
(**Vessel Traffic Service Houston–Galveston** became mandatory 13 October 1994.
Detailed information on VTS Houston/Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c).**
Mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston.
Anchorages.–Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See 166.100 through 166.200, chapter 2, for limits and regulations.)
Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.
Dangers.–A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards.
Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.
Dangers.–Texas City Channel–A sunken wreck covered 10 feet is off the entrance to North Slip.
The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a **speed limit** of 5 miles per hour is posted.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.
The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to entering Sabine River, particularly during periods of restricted visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Numerous submerged wrecks, not recommended for safe passage in this area.

SABINE RIVER

Private Quick Flashing Green Light Nos. 1-9, 10 feet above water; Fixed Green Light Nos. 11-12, 15 feet above water; and Navy Fixed Green Light No. 5, 10 feet above water, are located at the outer end of the piers on the west side of the river at Orange.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Oyster grounds are marked by stakes and flags. Submerged broken stakes become dangerous obstructions to small craft.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.787" northward and 0.630" westward to agree with this chart.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA and Galveston, TX.

Refer to charted regulation section numbers.

note)

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

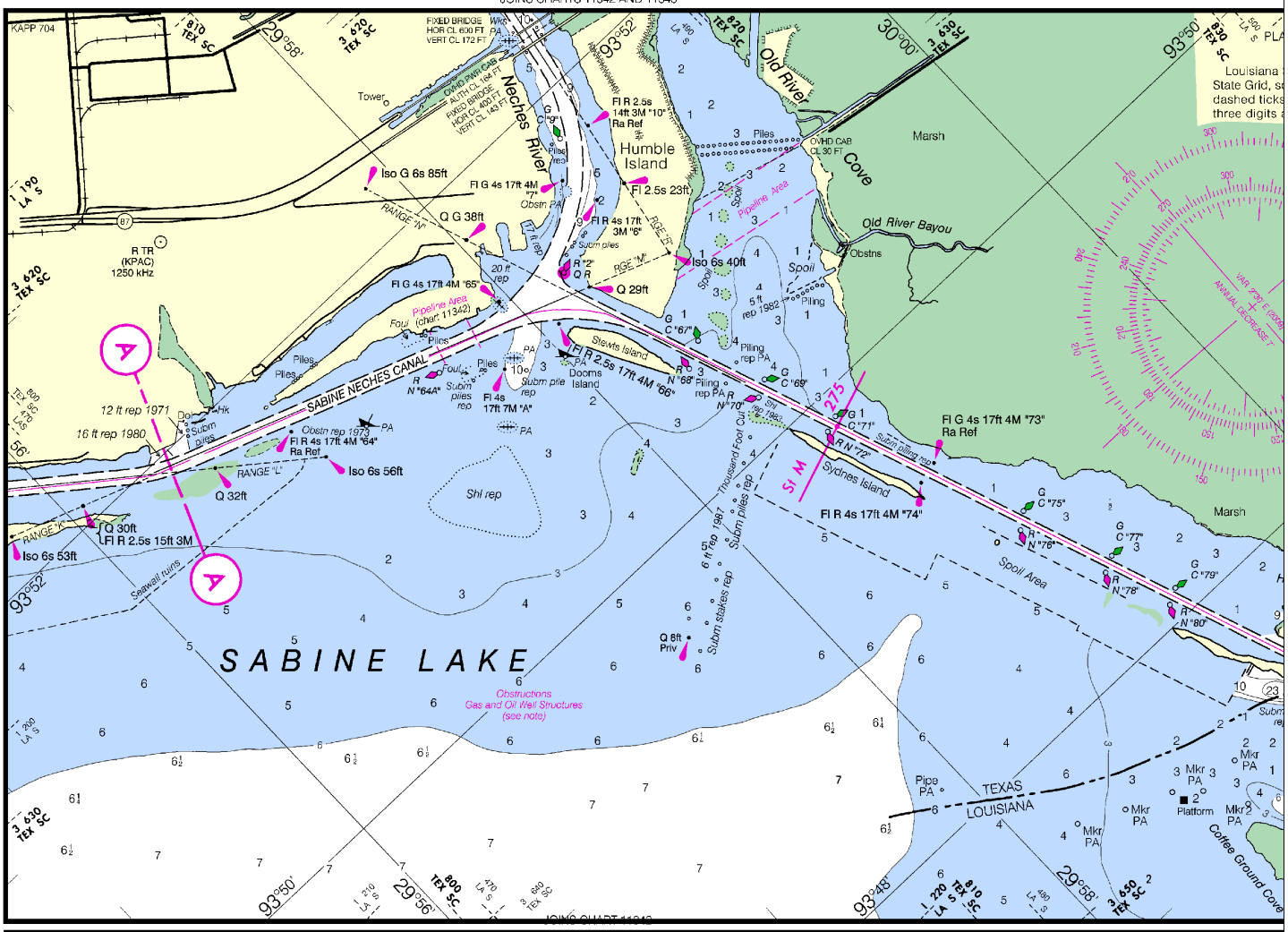
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

MERCATOR PROJECTION SCALE 1:40,000 AT LAT. 29°38'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

SIDE A



SIDE B

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

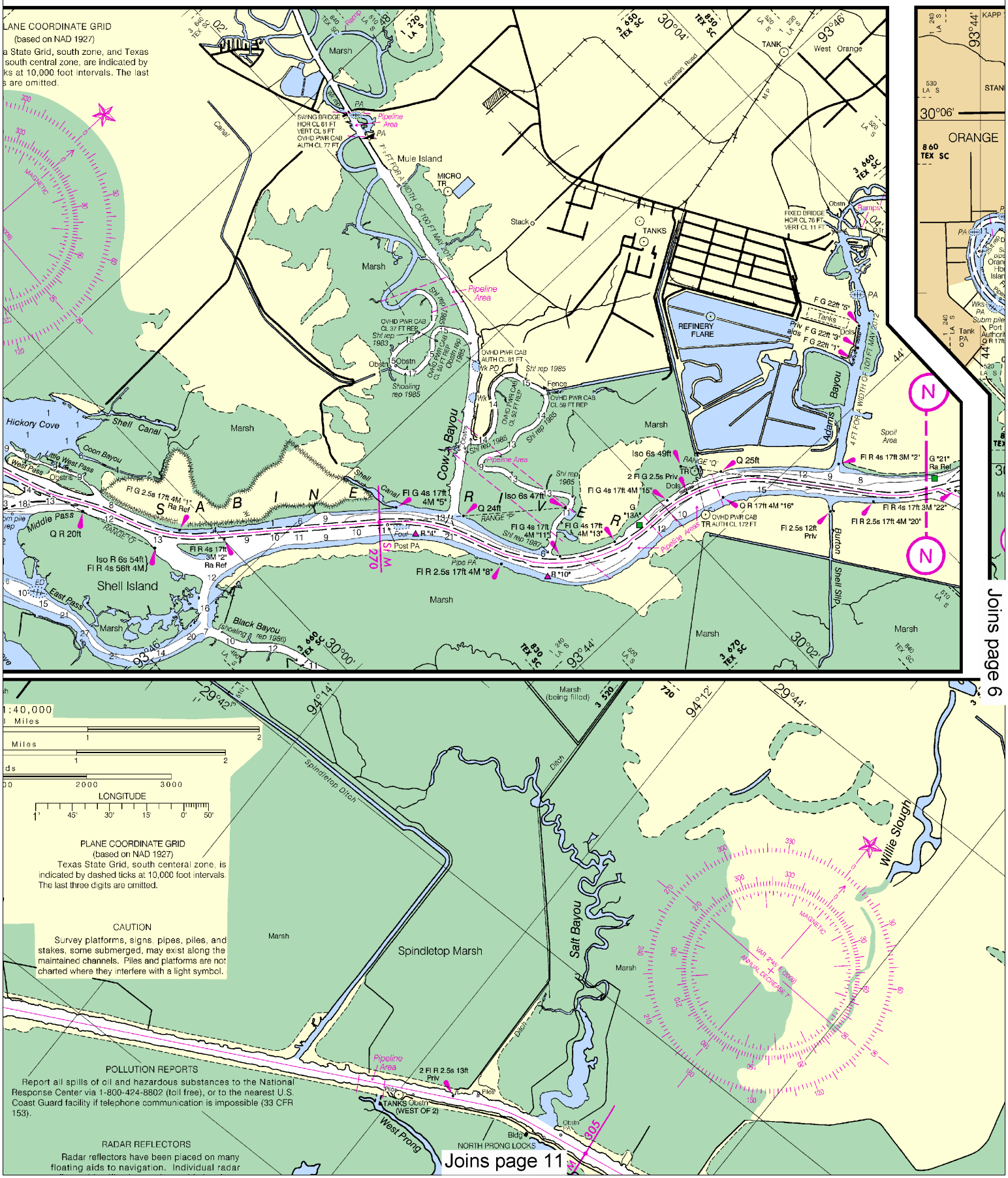
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

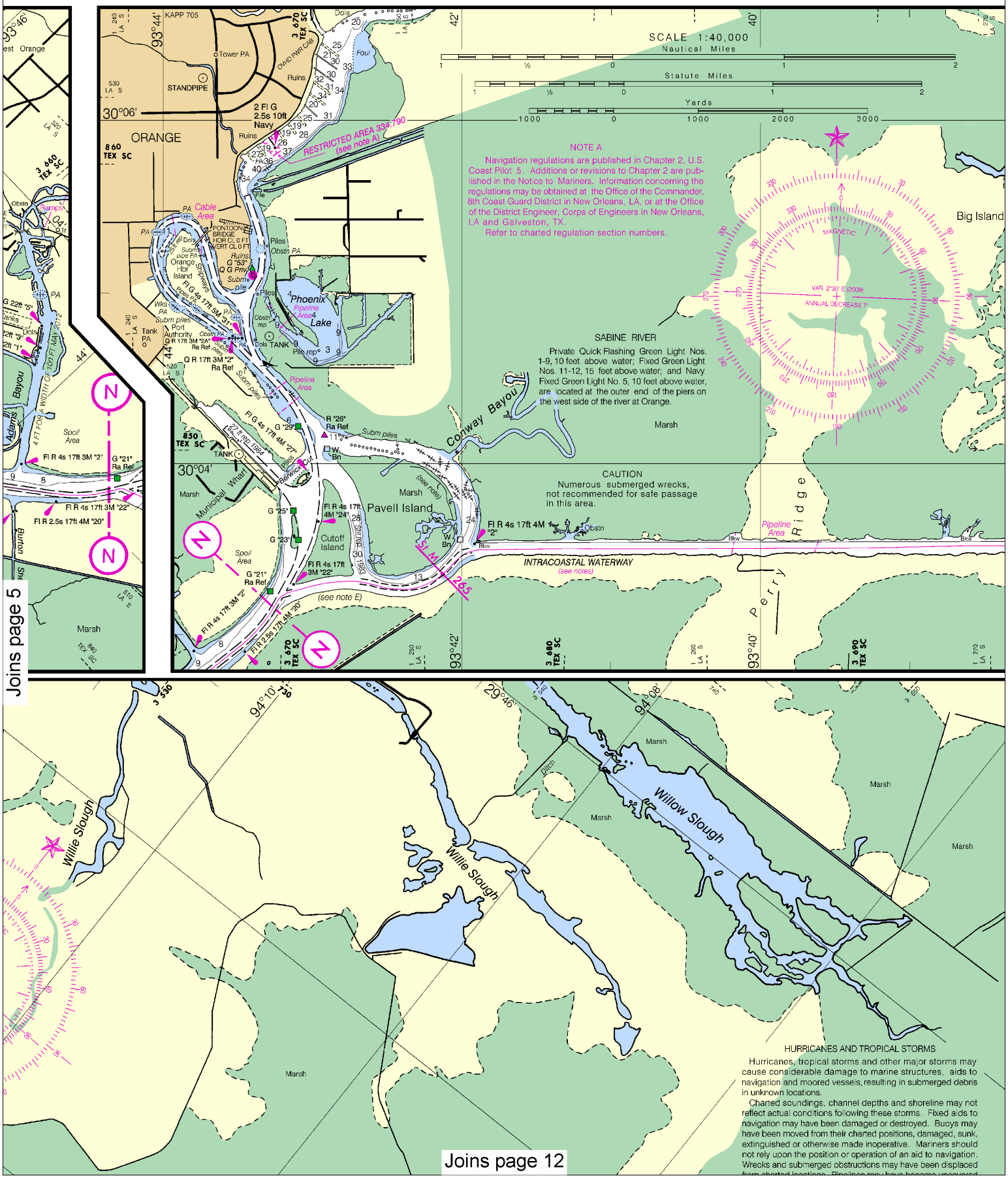
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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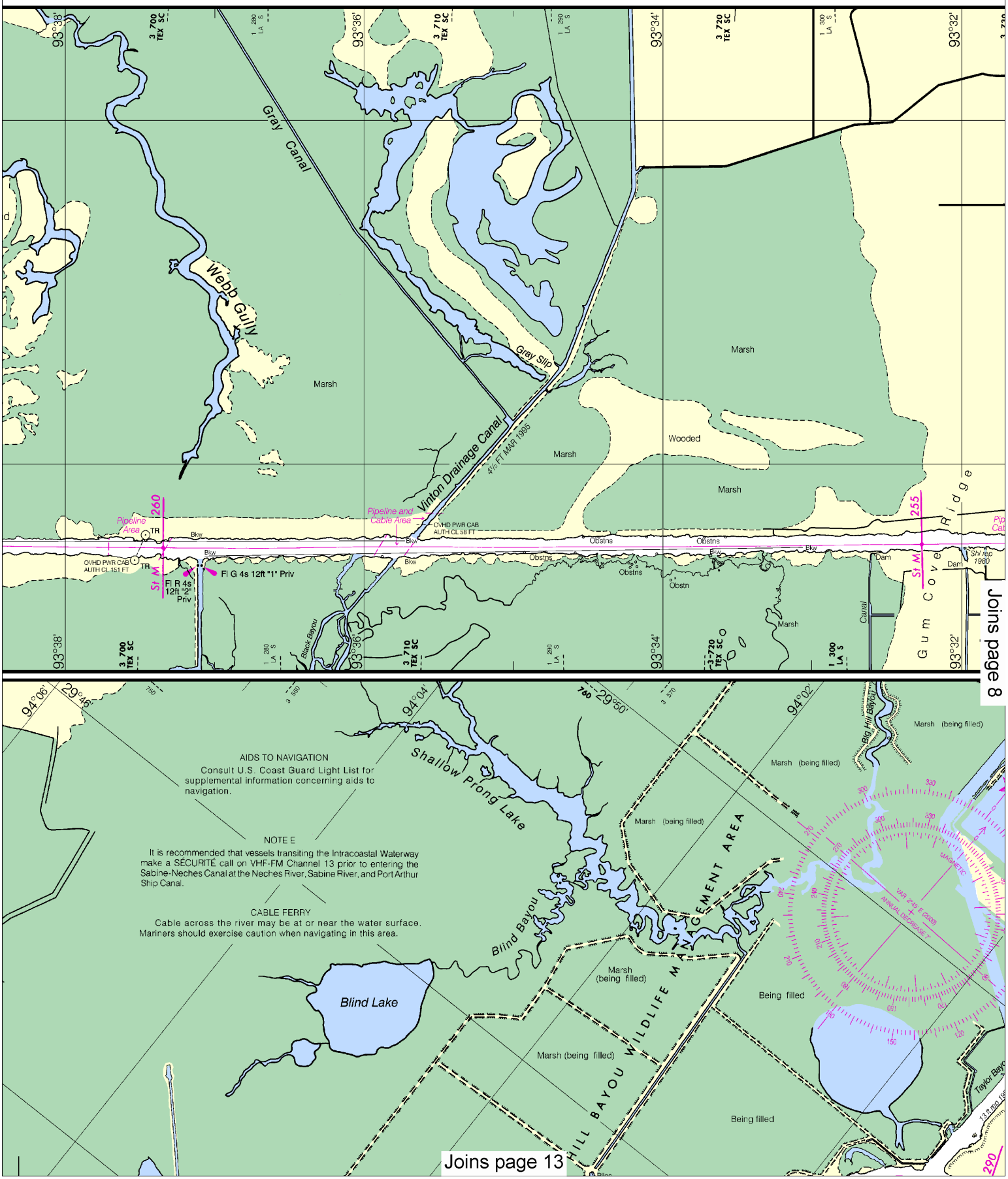
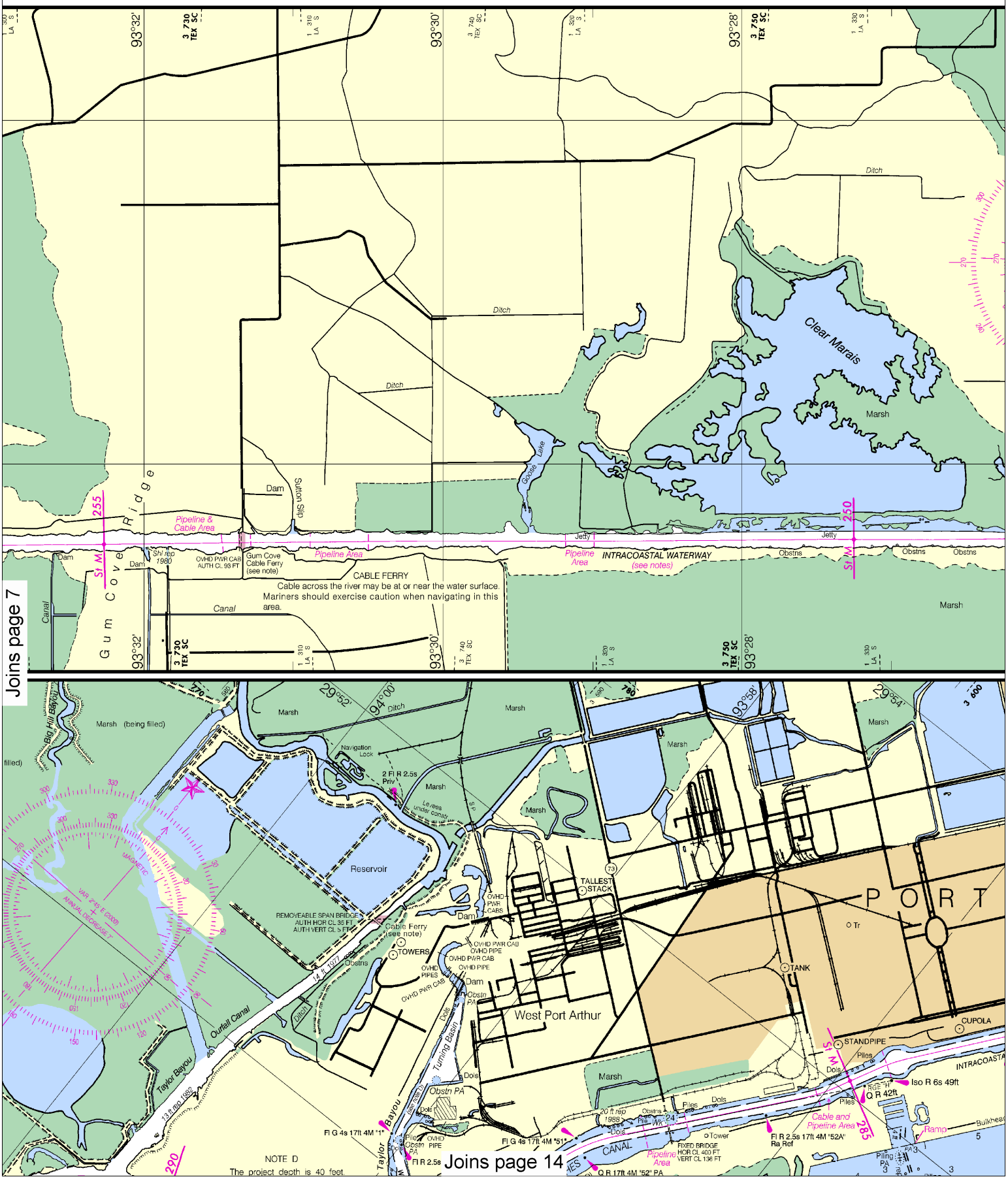


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.



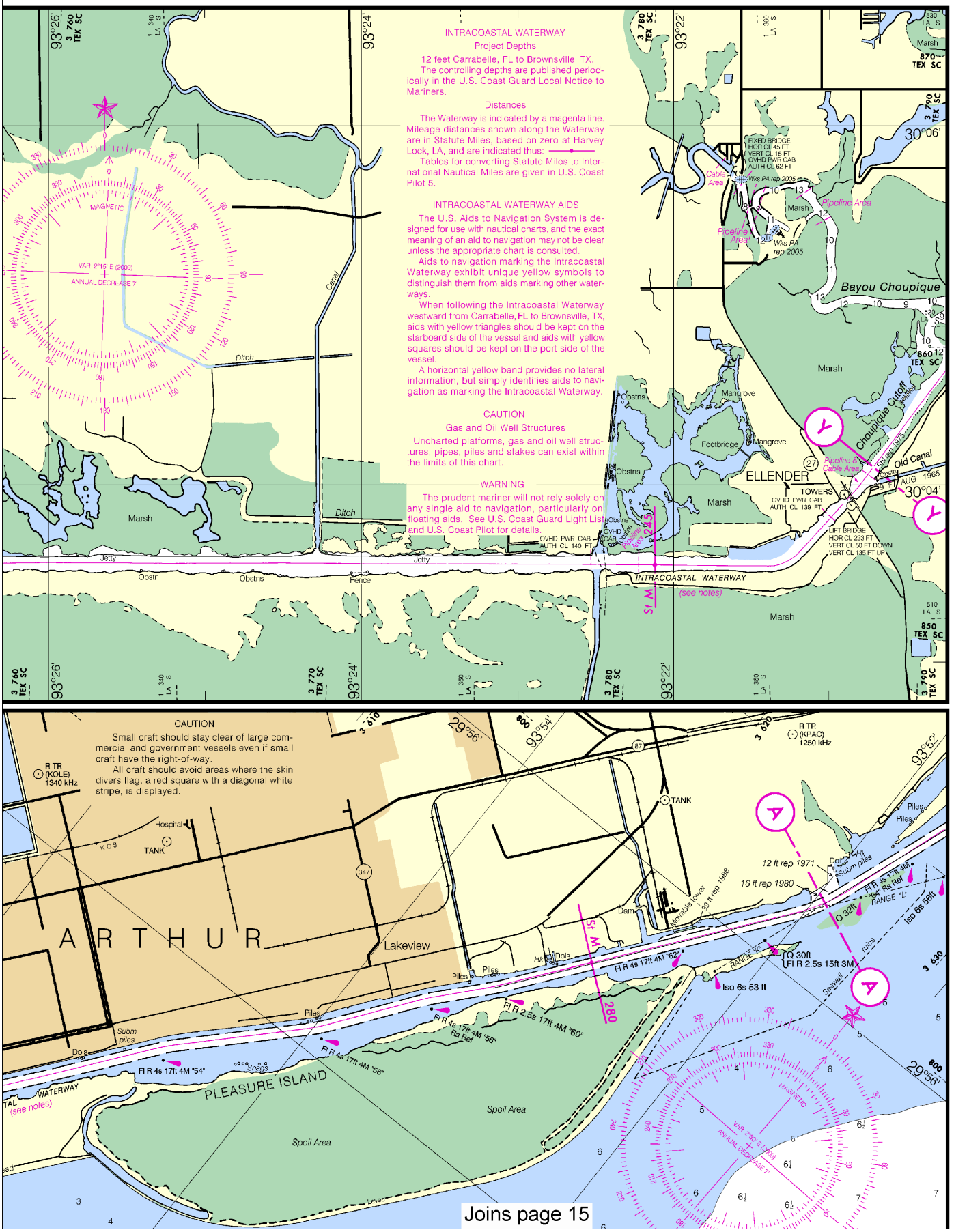
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
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INTRACOASTAL WATERWAY AIDS
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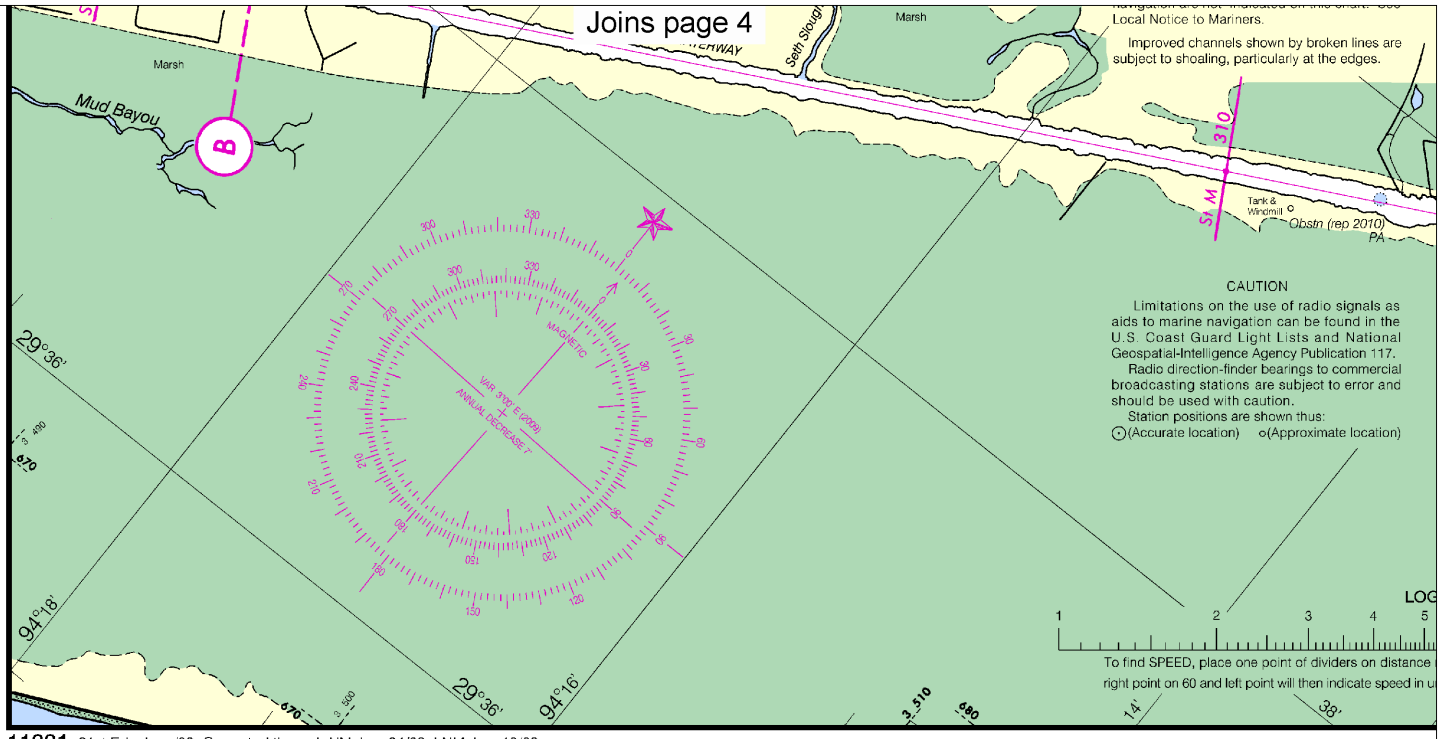
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
93°26'
93°24'
93°22'
30°06'
30°04'
MAGNETIC
VAR 2°15' E (2009)
ANNUAL DECREASE 7'
Canal
Ditch
Marsh
Jetty
Obstn
Obstns
Fence
Mangrove
Footbridge
Obstns
Bayou Choupique
Choupique Cutoff
Old Canal
ELLENDER
TOWERS
Pipeline Area
Cable Area
FIXED BRIDGE
HOR CL 45 FT
VERT CL 15 FT
OVHD PWR CAB
AUTH CL 62 FT
OVHD PWR CAB
AUTH CL 139 FT
OVHD PWR CAB
AUTH CL 140 FT
LIFT BRIDGE
HOR CL 233 FT
VERT CL 50 FT DOWN
VERT CL 135 FT UP
INTRACOASTAL WATERWAY
(see notes)
St M
Wks PA rep 2005
Wks PA rep 2005
Obstn rep 1975
AUG 1965
JOINS CHART 11348 (SIDE A)
SIDE A
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
R TR (KOLE) 1340 kHz
R TR (KPAC) 1250 kHz
29°56'
93°54'
93°52'
ARTHUR
Lakeview
PLEASURE ISLAND
Spoil Area
Spoil Area
Hospital
TANK
TANK
K C S
Piles
Subm piles
Dols
Hk
Dam
Movable tower
38 ft rep 1968
12 ft rep 1971
16 ft rep 1980
Fl R 4s 17ft 4M "62"
Fl R 4s 17ft 4M "56" Ra Ref
RANGE "L"
Iso 6s 56ft
Q 32ft
Q 30ft
Fl R 2.5s 15ft 3M
Iso 6s 53 ft
Fl R 2.5s 17ft 4M "60"
Fl R 4s 17ft 4M "56"
Fl R 4s 17ft 4M "54"
RANGE "K"
Seawall
ruins
Levee
WATERWAY
(see notes)
MAGNETIC
VAR 2°30' E (2010)
ANNUAL DECREASE 7'
Joins page 15



11331 21st Ed., Jan. /09; Corrected through NM Jan. 24/09, LNM Jan. 13/09

NAUTICAL CHART 11331

INTRACOASTAL WATERWAY

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Joins page 16

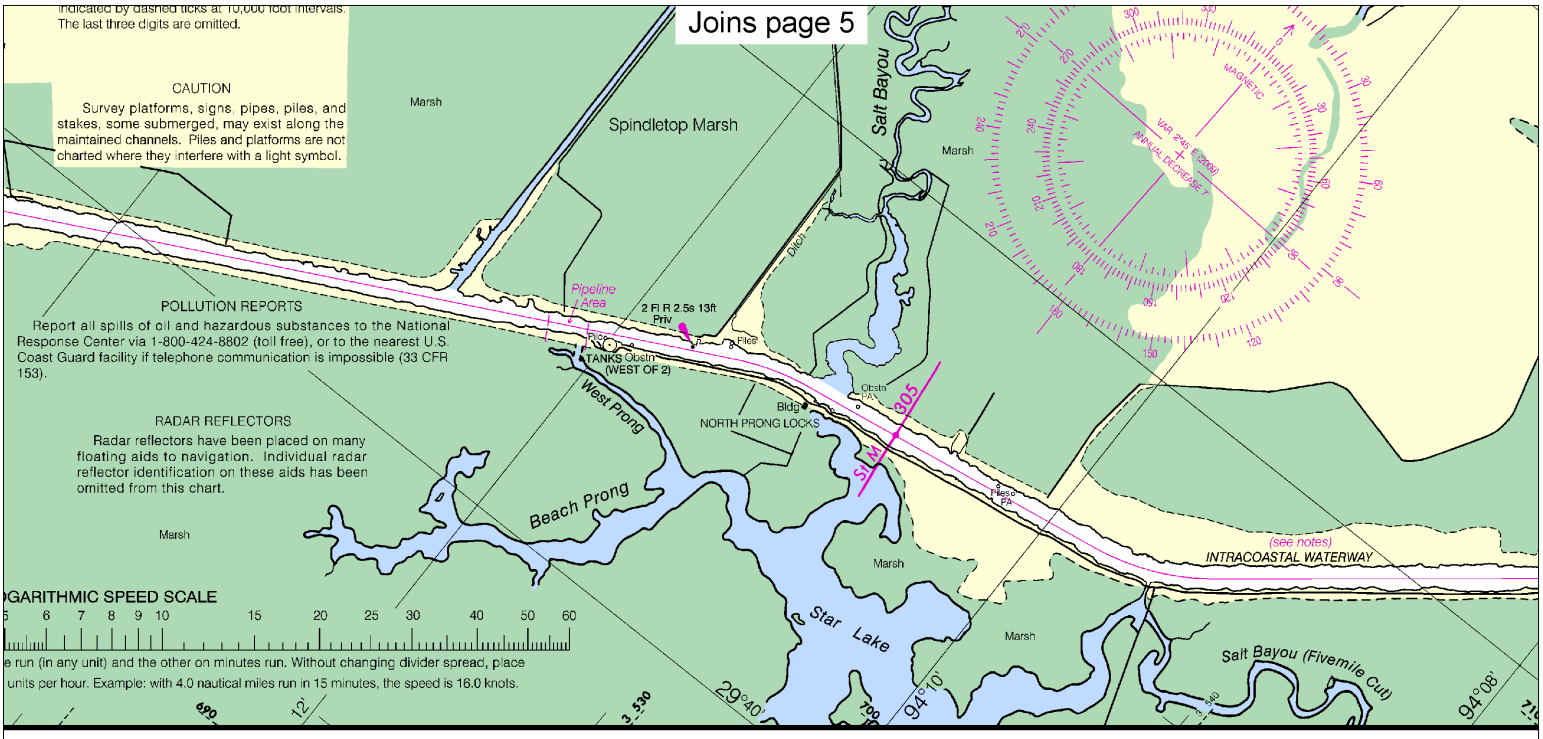
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES - CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Port Aransas, TX	NOY-3	157.10 MHz	5;00 & 11:00 AM 5:00 PM	* On receipt
	NOY	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Port Aransas, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
		157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
		2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	

Joins page 17

Joins page 12

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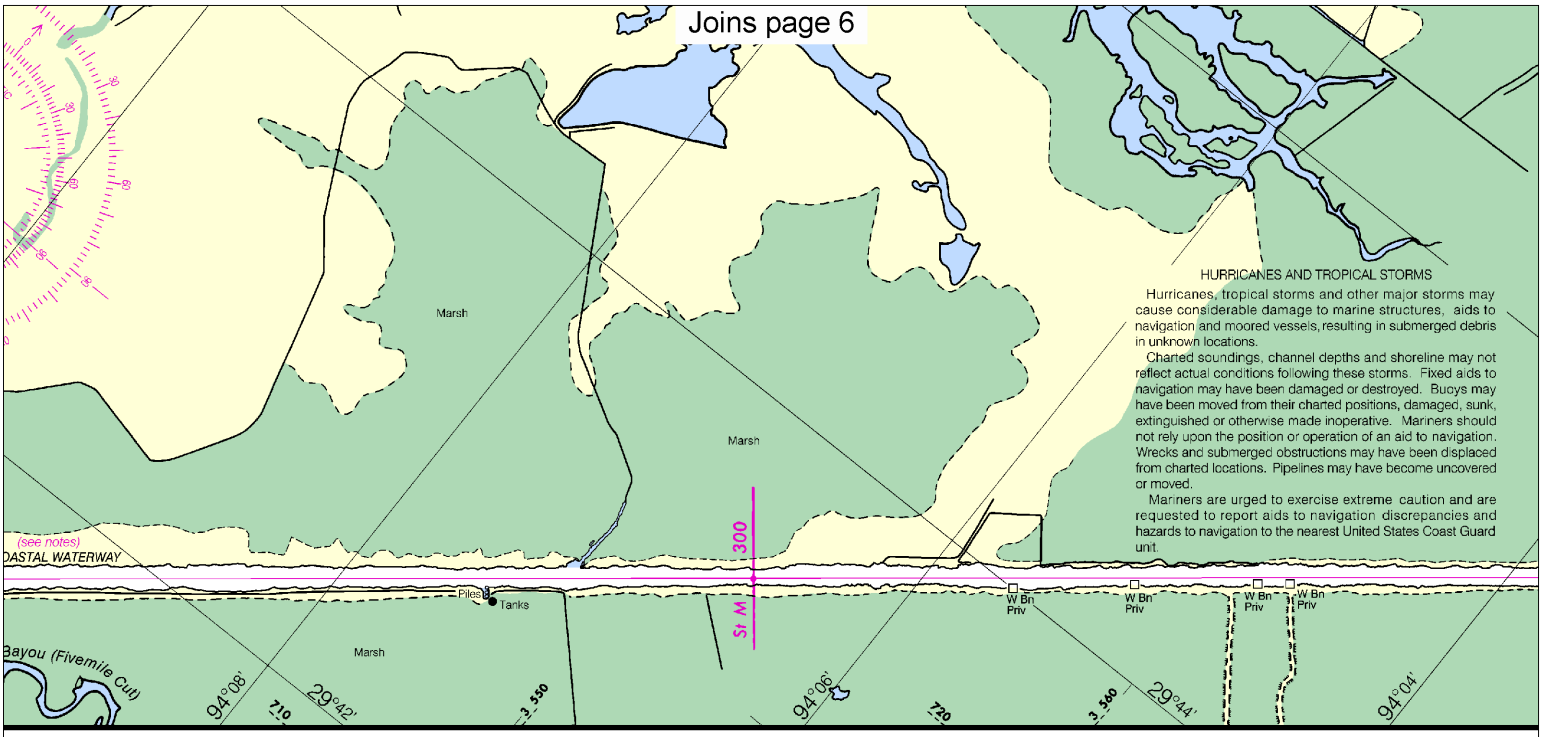
Joins page 6



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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ELEPHONE STATIONS
SPECIAL WARNING
* On receipt

* On receipt

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, F Federal Building, Suite 1126, 500 Poydras Street, New Orleans,

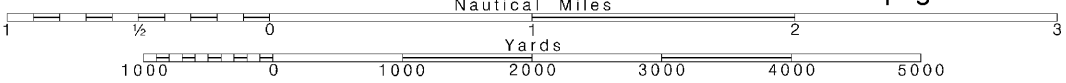
Joins page 18

JANUARY 2009				FEBRUARY 2009				MARCH 2009				APRIL 2009			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1	0106	0.6		16	0244	0.1		1	0158	-0.1		16	0332	-0.4	
Th	0319	0.7		F	0857	0.6		Su	0953	0.6		M	1350	1.0	
	1223	-0.2			1416	0.3			1313	0.5					
	2034	0.9			2024	0.7			1835	0.8					
2	0228	0.5		17	0349	-0.2		2	0254	-0.4		17	0435	-0.4	
F	0544	0.6		Sa	1117	0.7		M	1801	0.8		Tu	1505	1.0	
	1258	0.1			1552	0.6									
	2045	0.8			2035	0.7									
3	0319	0.3		18	0445	-0.4		3	0359	-0.6		18	0537	-0.4	
Sa	0916	0.5		Su	1346	0.8		TU	1714	1.0		W	1555	1.1	
	1339	0.3													

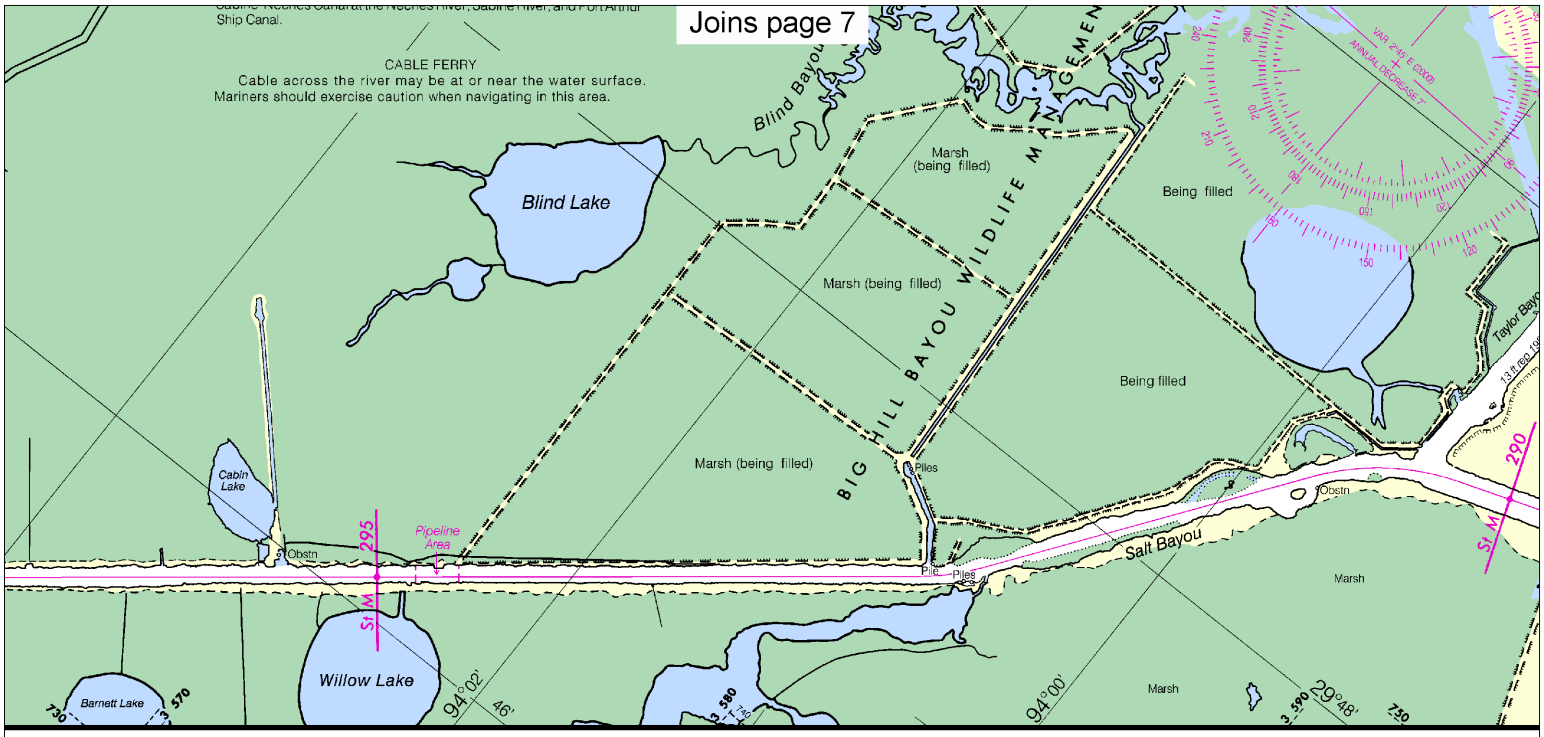
MARCH 2009					APRIL 2009				
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Time h.m.	Ht.
1	0022	-0.2	16	0124	-0.2	1	0149	-0.2	16 0219	0
Su	0623	1.0	M	1030	1.3	W	1132	1.5	Th 1301	1
	1234	0.8								
	1856	1.0								
2	0113	-0.3	17	0219	-0.1	2	0302	-0.2	17 0325	0
M	1001	1.1	TU	1304	1.3	Th	1255	1.5	F 1319	1
	1315	1.0								
	1940	1.1								
3	0213	-0.4	18	0325	-0.1	3	0424	-0.1	18 0436	0
TU	1155	1.2	W	1455	1.3	F	1334	1.4	Sa 1324	1
	1355	1.1								

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



Joins page 14

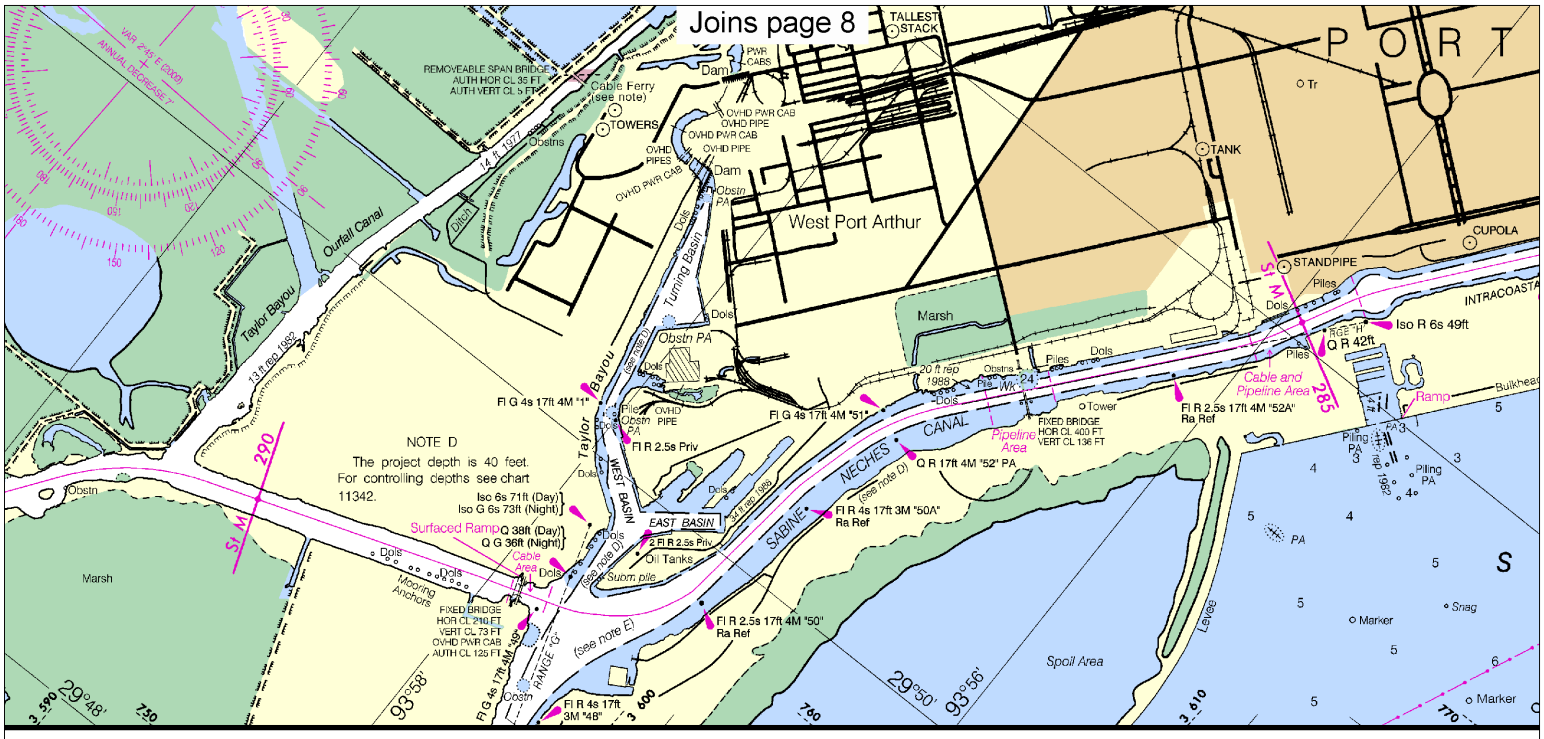
GALVESTON (Galveston Channel), TEXAS

Predicted times and heights of high and low water-Central Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

Ht. ft.	MAY 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	JUNE 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	JULY 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	AUGUST 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
0.2	1	0246	0.0	16	0212	0.3	1	0514	0.8	16	0240	0.7	1	0230	1.3	16	0659	1.2	1	0424	1.5	16	0334	1.6
1.4	F	1140	1.5	Sa	1117	1.4	M	1108	1.2	Tu	1000	1.1	W	1831	-0.3	Th	1705	-0.3	Sa	1928	-0.3	Su	1835	-0.4
								1828	0.3		1733	0.3												
0.3	2	0406	0.2	17	0306	0.5	2	0136	1.2	17	0111	1.0	2	0334	1.4	17	0246	1.3	2	0501	1.4	17	0355	1.6
1.4	Sa	1212	1.4	Su	1136	1.3	TU	0657	1.0	W	0402	0.9	Th	1911	-0.4	F	1755	-0.5	Su	2006	-0.3	M	0732	1.5
		1838	1.1		1929	0.9		1123	1.2		0952	1.1											0948	1.6
		2224	1.2		2225	1.0		1904	0.0		1755	0.0												
0.4	3	0531	0.5	18	0410	0.7	3	0300	1.4	18	0223	1.3	3	0420	1.5	18	0325	1.5	3	0524	1.4	18	0432	1.6
1.4	Su	1233	1.4	M	1148	1.3	W	0833	1.1	Th	0639	1.1	F	1948	-0.5	Sa	1847	-0.7	M	2043	-0.3	Tu	0943	-0.1
		1901	0.8		1851	0.7		1131	1.2		0913	1.2											1006	1.9

Joins page 19

Ht. ft.	SEPTEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	OCTOBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	NOVEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	DECEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
0.2	1	0423	1.5	16	0313	1.6	1	0253	1.6	16	0210	1.5	1	0131	1.5	16	0111	1.5	1	0842	-0.5	16	0940	-0.6
1.4	Tu	0909	1.3	W	0759	1.4	Th	0834	1.2	F	0830	0.7	Su	0836	0.3	M	0921	-0.2	Tu	1717	1.7	W	1824	1.3
		1204	1.4		1258	1.7		1353	1.8		1514	1.8		1620	1.8		1740	1.8		2200	1.3			
		2023	0.2		2024	0.3		2026	0.8		2117	1.1		2132	1.4									
0.3	2	0419	1.5	17	0328	1.6	2	0258	1.6	17	0224	1.6	2	0130	1.5	17	0956	-0.3	2	0013	1.4	17	1014	-0.6
1.4	W	0901	1.3	Th	0839	1.1	F	0850	1.0	Sa	0906	0.4	M	0907	0.1	TU	1827	1.8	W	0928	-0.7	Th	1901	1.2
		1313	1.4		1424	1.7		1458	1.6		1523	1.9		1713	1.9					1808	1.7		2235	1.1
			0.3		2116	0.5		2059	1.0		2211	1.3		2212	1.5					2214	1.4			
0.4	3	0504	1.4	18	0343	1.5	3	0304	1.6	18	0236	1.5	3	0130	1.6	18	1032	-0.2	3	0058	1.5	18	0125	1.2
1.4	Su	0912	0.9	F	0923	0.8	Sa	0912	0.9	Su	0943	0.2	Tu	0943	-0.1	W	1916	1.7	Th	1013	-0.7	F	1049	-0.5
		1559	1.7		1543	1.7		1559	1.7		1726	2.0		1806	1.9					1902	1.6		1930	1.2



JOINS CHART 11342

Joins page 13

09			DECEMBER 2009					
Time		Ht.		Time	Ht.		Time	Ht.
h.m.		ft.	Day	h.m.	ft.	Day	h.m.	ft.
11		1.5	1	0842	-0.5	16	0940	-0.6
21		-0.2	Tu	1717	1.7	W	1824	1.3
40		1.8		2200	1.3			
56		-0.3	2	0013	1.4	17	1014	-0.6
27		1.8	W	0928	-0.7	Th	1901	1.2
				1838	1.7		2335	1.1
				2214	1.4			
32		-0.2	3	0058	1.5	18	0125	1.2
16		1.7	Th	1013	-0.7	F	1049	-0.5
				1902	1.6		1938	1.2

Joins page 20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

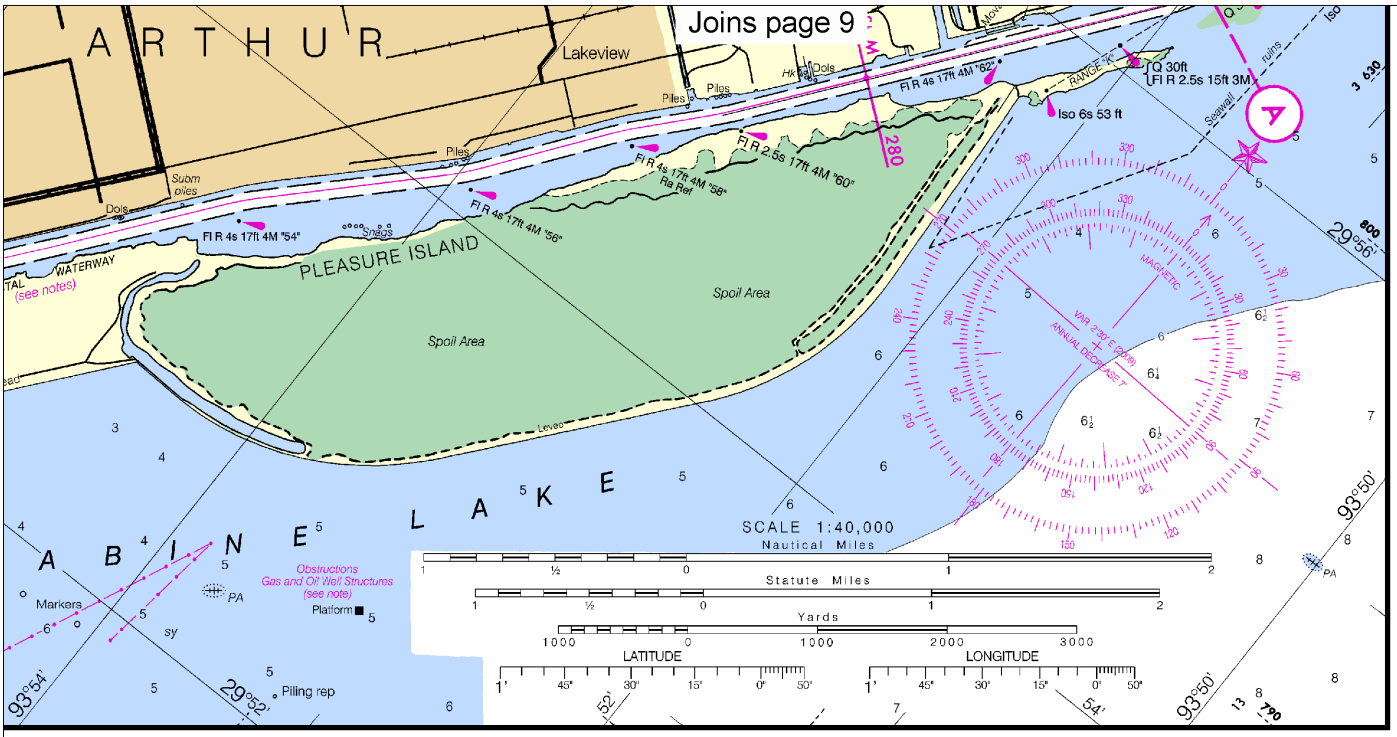
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



11331

Joins page 21

Joins page 10

NAUTICAL CHART 11331

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

LOUISIANA - TEXAS

ELLENDER TO GALVESTON BAY

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

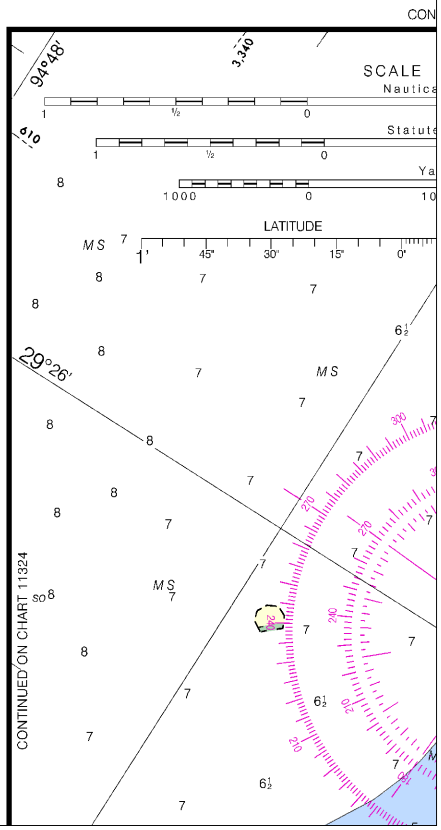


Chart 11331 21st Ed., Jan. /09 ■
Corrected through NM Jan. 24/09, LNM Jan. 13/09
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION SCALE 1:40,000 AT LAT. 29°38'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Joins page 22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily
Houston, TX	*(281) 337-5074	

*Recording (24 hours daily)

Additional information can be obtained at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners nd critical corrections. Charts are printed when ordered using Print-on-Demand technology. New ditions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent bout Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, elp@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or elp@OceanGrafix.com.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES - CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Port Aransas, TX	NOY-3	157.10 MHz	5;00 & 11:00 AM 5:00 PM	* On receipt
	NOY	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	

*Preceded by announcement on 2182 kHz and 156.8 MHz
Distress calls for small craft are made on 2182 khz or channel 16 (156.80 MHz) VHF.

The (USCG structio regardi USF Road, USC Federa 800-52 Second

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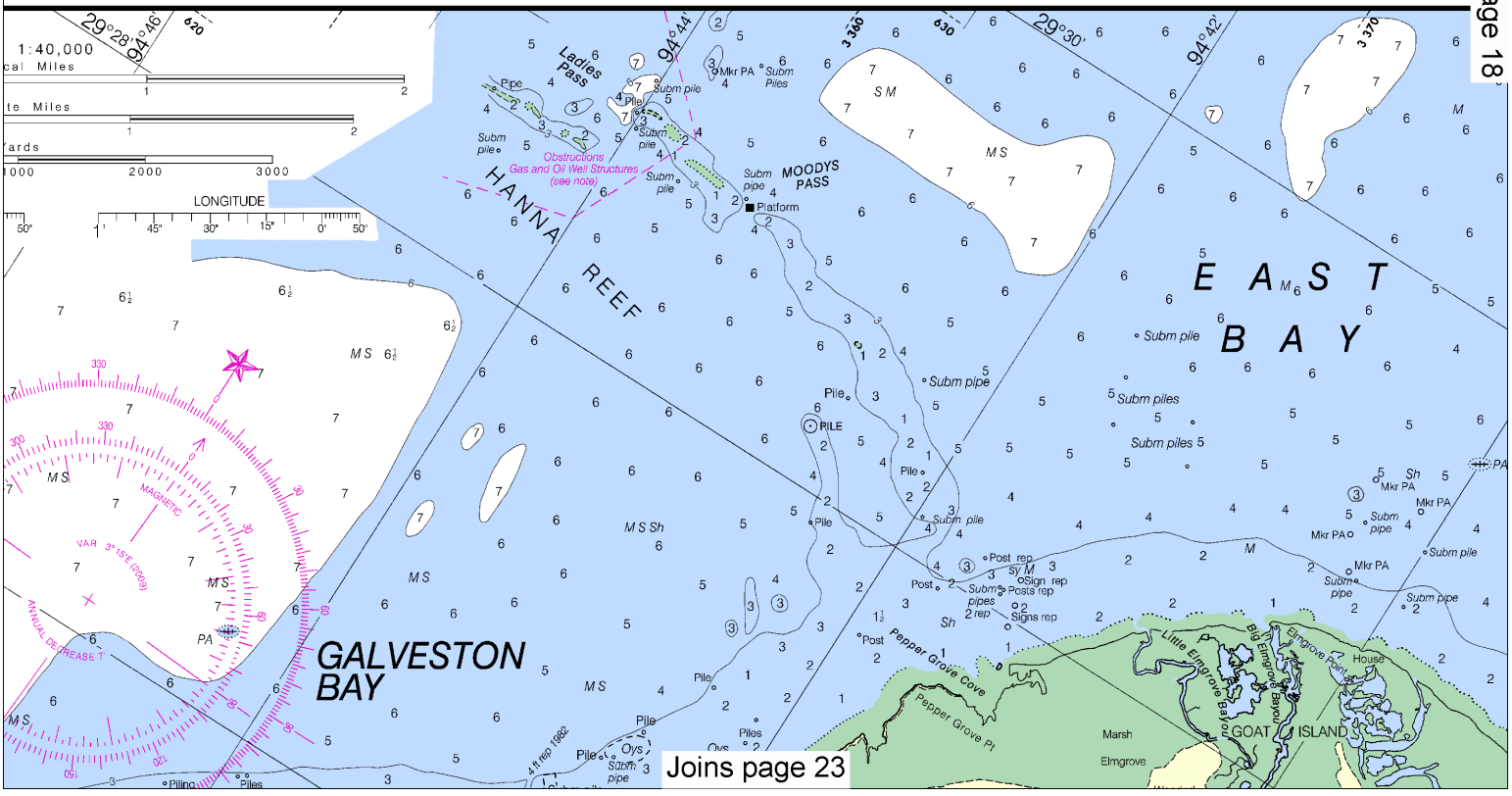
NTINUED ON CHART 11326



Joins page 12

ELEPHONE STATIONS
SPECIAL WARNING
* On receipt

* On receipt

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

JANUARY 2009

Day	Time	Ht. ft.	Day	Time	Ht. ft.
1 Th	0106 0319 1223 2034	0.6 0.7 -0.2 0.9	16 F	0244 0857 1416 2024	0.1 0.6 0.3 0.7
2 F	0228 0544 1258 2045	0.5 0.8 0.1 0.8	17 Sa	0349 1117 1552 2035	-0.2 0.7 0.6 0.7
3 Sa	0319 0916 1339 2046	0.3 0.5 0.3 0.8	18 Su	0445 1346	-0.4 0.8
4 Su	0402 1144 1458 2034	0.0 0.6 0.5 0.9	19 M	0536 1505	-0.5 1.0
5 M	0446 1330 1627 1955	-0.3 0.9 0.8 0.9	20 Tu	0622 1554	-0.6 1.0
6 Tu	0533 1435	-0.5 1.1	21 W	0706 1635	-0.7 1.0
7 W	0624 1526	-0.8 1.2	22 Th	0746 1708	-0.7 1.0
8 Th	0717 1613	-1.0 1.3	23 F	0824 1726 2119 2355	-0.7 0.9 0.8 0.9
9 F	0811 1656 2102	-1.1 1.3 1.1	24 Sa	0858 1740 2042	-0.7 0.9 0.8
10 Su	0006 0905 1140 2127	1.2 -1.2 1.2 1.0	25 M	0052 0929 1755 2109	0.9 -0.7 0.9 0.8
11 M	0124 0958 1216 2209	1.2 -1.1 1.1 0.9	26 Tu	0139 0959 1807 2153	0.9 -0.6 0.8 0.7
12 W	0237 1050 1651 2306	1.1 -0.9 1.0 0.7	27 Th	0227 1026 1623 2241	0.8 -0.5 0.8 0.6
13 Tu	0352 1140 1920	1.0 -0.7 0.9	28 F	0322 1057 1636 2330	0.8 -0.4 0.8 0.5
14 Sa	0015 0516 1230 1945	0.5 -0.8 -0.4 0.8	29 Su	0432 1127 1850	0.7 -0.2 0.7
15 M	0130 0657 1320 2008	0.3 0.7 0.0 0.8	30 Tu	0019 0602 1159 1857	0.3 0.6 0.0 0.7
			31 W	0107 0751 1234 1853	0.1 0.6 0.3 0.7

FEBRUARY 2009

Day	Time	Ht. ft.	Day	Time	Ht. ft.
1 Su	0158 0953 1313 1935	-0.1 0.6 0.5 0.8	16 M	0332 1350	-0.4 1.0
2 M	0254 1801	-0.4 0.8	17 Tu	0435 1505	-0.4 1.0
3 Tu	0356 1714	-0.6 1.0	18 W	0537 1555	-0.4 1.1
4 W	0501 1452	-0.7 1.1	19 Th	0634 1633	-0.4 1.0
5 Th	0606 1533	-0.9 1.1	20 F	0723 1648	-0.4 1.0
6 F	0709 1508 2003 2306	-1.0 1.1 1.0 1.1	21 Sa	0805 1642 2034	-0.4 1.0 0.9
7 Sa	0808 1538 2026	-1.0 1.1 0.9	22 Su	0019 0840 1641 2038	1.0 -0.4 0.9 0.8
8 Su	0043 0903 1704 2109	1.1 -0.9 1.0 0.8	23 M	0122 0911 1647 2109	1.0 -0.3 0.9 0.7
9 M	0203 0954 1727 2158	1.1 -0.8 0.9 0.6	24 Tu	0222 0940 1656 2144	1.0 -0.2 0.9 0.6
10 Tu	0320 1042 1747 2252	1.0 -0.5 0.9 0.4	25 W	0323 1011 1726 2220	0.9 -0.1 0.9 0.4
11 Th	0438 1129 1907 2345	1.0 -0.2 0.8 0.2	26 F	0429 1043 1743 2258	0.9 0.1 0.9 0.2
12 F	0600 1215 1924	0.9 0.1 0.8	27 Sa	0530 1117 1717 2338	0.9 0.3 0.8 0.0
13 Su	0041 0729 1303 1937	0.0 0.8 0.4 0.8	28 M	0657 1155 1713	1.0 0.6 0.9
14 M	0138 0911 1400 1942	-0.2 0.8 0.6 0.8			
15 Tu	0232 1113	-0.3 0.9			

MARCH 2009

Day	Time	Ht. ft.	Day	Time	Ht. ft.
1 Su	0022 0823 1234 1856	-0.2 1.0 0.8 1.0	16 M	0124 1030	-0.2 1.3
2 M	0113 1001 1315 1840	-0.3 1.1 1.0 1.1	17 Tu	0219 1304	-0.1 1.3
3 Tu	0213 1155 1355 1827	-0.4 1.2 1.1 1.2	18 W	0325 1455	-0.1 1.3
4 W	0323 1400	-0.5 1.2	19 Th	0439 1532	0.0 1.3
5 Th	0440 1444	-0.5 1.3	20 F	0549 1533	0.0 1.2
6 F	0556 1507	-0.5 1.3	21 Sa	0646 1518 2039 2323	0.0 1.2 1.0 1.1
7 Su	0705 1526 1950	-0.5 1.2 1.0	22 M	0733 1514 2018	0.1 1.1 1.0
8 M	0002 0805 1544 2024	1.2 -0.4 1.1 0.9	23 Tu	0048 0812 1518 2027	1.1 0.2 1.1 0.8
9 W	0131 0900 1600 2105	1.2 -0.2 1.1 0.8	24 Th	0158 0848 1524 2049	1.2 0.3 1.1 0.6
10 F	0250 0949 1818 2147	1.2 0.0 1.0 0.6	25 Sa	0303 0924 1531 2117	1.2 0.4 1.1 0.4
11 Su	0404 1037 1831 2230	1.3 0.2 1.0 0.2	26 M	0406 1002 1535 2149	1.3 0.6 1.1 0.2
12 M	0516 1125 1845 2311	1.3 0.5 1.0 0.0	27 Tu	0508 1043 1537 2223	1.4 0.8 1.1 0.0
13 W	0627 1211 1855 2353	1.3 0.7 1.0 -0.1	28 W	0611 1125 1534 2306	1.5 1.0 1.2 -0.2
14 Th	0740 1304 1936	1.3 0.9 1.0	29 F	0718 1209 1525 2352	1.5 1.2 1.3 -0.3
15 F	0236 0858	-0.2 1.3	30 Sa	0831 1252 1518	1.5 1.3 1.4
			31 Su	0046 0955	-0.3 1.5

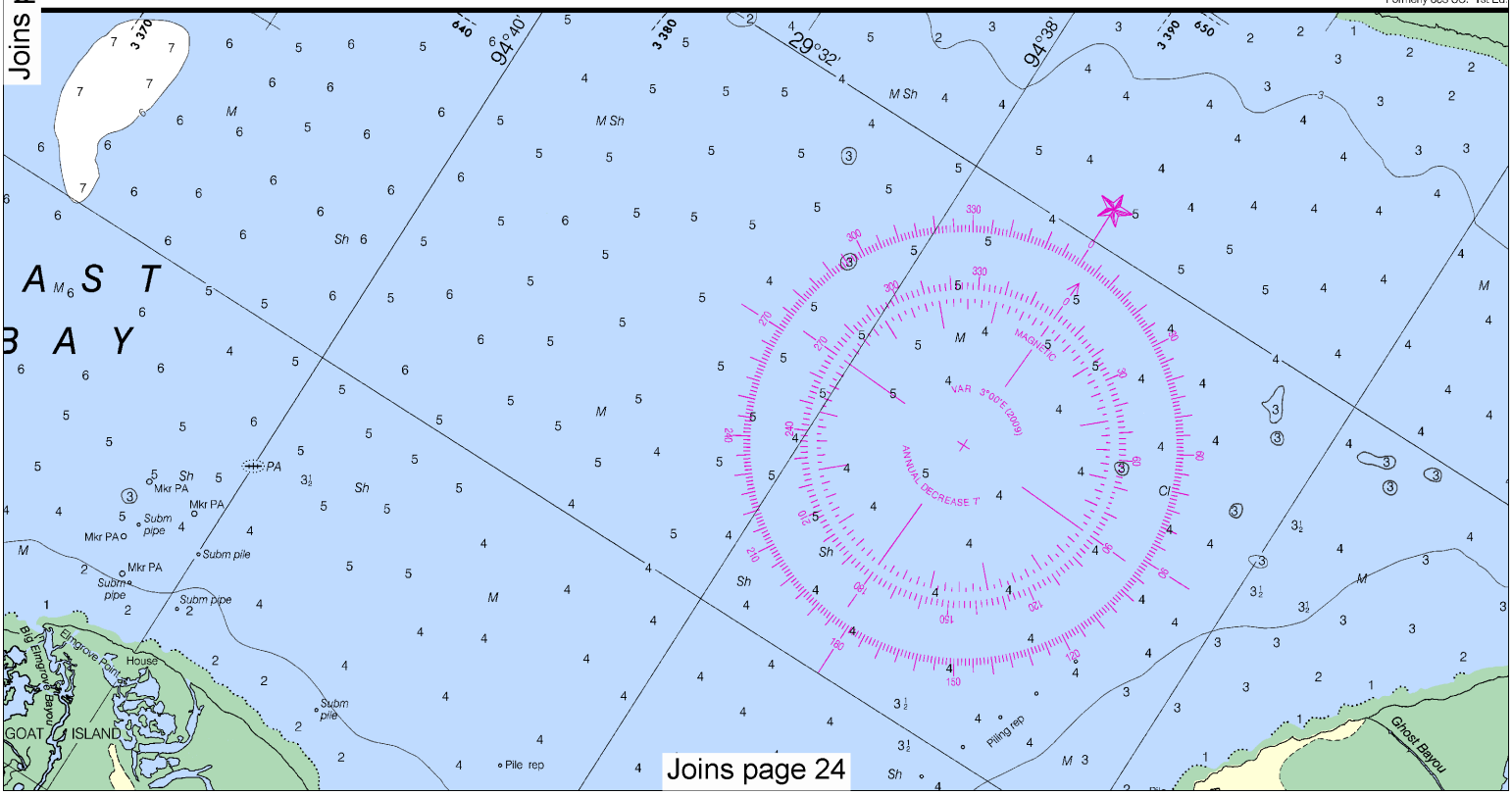
APRIL 2009

Day	Time	Ht. ft.	Day	Time	Ht. ft.
1 W	0149 1132	-0.3 1.5	16 Th	0219 1301	0 1
2 Th	0302 1255	-0.2 1.5	17 F	0325 1319	0 1
3 F	0424 1334	-0.1 1.4	18 Sa	0436 1324	0 1
4 Sa	0546 1356 1926 2318	0.0 1.4 1.1 1.3	19 Su	0543 1331 1955 2355	0 1 1 1
5 Su	0659 1413 1947	0.2 1.3 0.9	20 M	0642 1338 1943	0 1 0
6 M	0122 0802 1428 2323	1.3 0.3 1.3 1.0	21 Tu	0122 0736 1344 1953	1 1 1 0
7 Tu	0225 0859 1442 2054	1.4 0.5 1.2 0.4	22 W	0233 0827 1348 2015	1 1 1 0
8 Th	0337 0952 1455 2128	1.5 0.6 1.2 0.2	23 F	0335 0919 1350 2044	1 1 1 0
9 F	0442 1043 1506 2202	1.6 0.7 1.2 0.0	24 Sa	0432 1010 1349 2119	1 1 1 -0
10 Su	0541 1135 1513 2236	1.6 1.1 1.3 -0.1	25 M	0527 1100 1348 2159	1 1 1 -0
11 M	0638 1232 1529 2312	1.6 1.2 1.3 -0.1	26 Tu	0623 1245	1 1
12 W	0734 1350	1.6 1.3	27 Th	0724 1335	1 1
13 F	0833	1.6	28 Sa	0830	1
14 Su	0032 0942	0.0 1.5	29 M	0031 0942	-0 1
15 Tu	0121 1111	0.1 1.5	30 W	0135 1251	-0 1

Joins page 17

CONTINUED ON CHART 11326

Formerly 885 SC, 1st Ed.



Joins page 24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13

GALVESTON (Galveston Channel), TEXAS

Predicted times and heights of high and low water–Central Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

MAY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
			1	0246	0.0	16	0212	0.3
			F	1140	1.5	Sa	1117	1.4
2	0408	0.2	17	0306	0.5			
Sa	1212	1.4	Su	1136	1.3			
	1838	1.1		1929	0.9			
	2224	1.2		2225	1.0			
3	0531	0.5	18	0410	0.7			
Su	1233	1.4	M	1148	1.3			
	1901	0.8		1851	0.7			
4	0029	1.3	19	0032	1.1			
M	0652	0.7	Tu	0530	0.9			
	1250	1.3		1154	1.2			
	1931	0.5		1851	0.5			
5	0203	1.4	20	0156	1.3			
Tu	0808	0.3	W	0659	1.0			
	1304	1.3		1259	1.2			
	2002	0.3		1910	0.2			
6	0318	1.6	21	0259	1.5			
W	0913	0.1	Th	0825	1.2			
	1315	1.3		1150	1.3			
	2033	0.0		1939	0.1			
7	0418	1.7	22	0353	1.7			
Th	1017	1.2	F	2015	0.3			
	1323	1.3						
	2104	-0.1						
8	0509	1.7	23	0443	1.8			
F	1122	1.3	Sa	2057	0.5			
	1322	1.4						
	2134	-0.2						
9	0554	1.8	24	0534	1.9			
Sa	2206	-0.2	Su	2143	0.6			
10	0637	1.7	25	0627	1.9			
Su	2240	-0.2	M	2233	0.6			
11	0721	1.7	26	0722	1.8			
M	2316	-0.1	Tu	2326	0.6			
12	0809	1.6	27	0818	1.7			
Tu	2355	0.0	W					
13	0903	1.5	28	0923	-0.4			
W			Th	0910	1.6			
14	0038	0.1	29	0122	-0.1			
Th	1000	1.5	F	0953	1.5			
15	0123	0.2	30	0227	-0.2			
F	1047	1.4	Sa	1029	1.4			
				1712	0.9			
				2110	1.9			
			31	0341	0.5			
			Su	1349	1.3			
				1751	0.6			
				2337	1.1			

JUNE 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0514	0.8	16	0240	0.7			
M	1108	1.2	Tu	1000	1.1			
	1828	0.3		1733	0.3			
2	0136	1.2	17	0111	1.0			
Tu	0657	1.0	W	0402	0.9			
	1123	1.2		0952	1.1			
	1904	0.0		1755	0.0			
3	0300	1.4	18	0223	1.3			
W	0833	1.1	Th	0639	1.1			
	1131	1.2		0913	1.2			
	1938	-0.2		1826	-0.3			
4	0359	1.5	19	0315	1.5			
Th	2010	-0.3	F	1909	-0.5			
5	0445	1.6	20	0401	1.6			
F	2041	-0.4	Sa	1954	-0.7			
6	0524	1.6	21	0447	1.7			
Sa	2112	-0.4	Su	2043	-0.8			
7	0559	1.6	22	0534	1.7			
Su	2144	-0.4	M	2134	-0.9			
8	0632	1.5	23	0621	1.6			
M	2217	-0.3	Tu	1029	1.4			
				1317	1.3			
				2227	-0.8			
9	0708	1.5	24	0705	1.5			
Tu	2252	-0.3	W	1110	1.3			
				1431	1.4			
				2320	-0.6			
10	0745	1.4	25	0744	1.4			
W	2327	-0.2	Th	1215	1.2			
				1553	1.3			
11	0822	1.4	26	0013	-0.4			
Th			F	0817	1.3			
				1340	1.0			
				1736	1.1			
12	0902	-0.1	27	0106	0.0			
F	0855	1.3	Sa	0844	1.2			
13	0938	0.1	28	0204	0.3			
Sa	0923	1.3	Su	0907	1.2			
14	0112	0.3	29	0315	0.7			
Su	0943	1.2	M	0926	1.1			
15	0150	0.5	30	0040	1.1			
M	0956	1.2	Tu	0617	1.0			
	1731	0.8		0940	1.1			
	2311	0.8		1749	-0.2			

JULY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0230	1.3	16	0659	1.2			
W	1031	-0.3	Th	1705	-0.3			
2	0334	1.4	17	0246	1.3			
Th	1911	-0.4	F	1755	-0.5			
3	0420	1.5	18	0325	1.5			
F	1948	-0.5	Sa	1847	-0.7			
4	0459	1.5	19	0406	1.6			
Sa	2023	-0.5	Su	1941	-0.8			
5	0532	1.4	20	0445	1.6			
Su	2057	-0.5	M	2041	1.4			
				1101	1.5			
				2035	-0.8			
6	0558	1.4	21	0521	1.5			
M	2129	-0.4	Tu	0903	1.4			
				1240	1.5			
				2129	-0.8			
7	0629	1.3	22	0553	1.4			
Tu	1032	1.2	W	0947	1.3			
	1219	1.3		1404	1.4			
	2200	-0.4		2220	-0.6			
8	0641	1.3	23	0621	1.3			
W	1032	1.1	Th	1046	1.1			
	1313	1.2		1528	1.3			
	2231	-0.3		2311	-0.3			
9	0703	1.3	24	0646	1.3			
Th	1119	1.0	F	1150	0.8			
	1350	1.1		1658	1.2			
	2300	-0.2						
10	0724	1.2	25	0000	0.0			
F	2329	-0.1	Sa	0708	1.2			
				1258	0.6			
				1840	1.1			
11	0744	1.2	26	0050	0.3			
Sa	2358	0.1	Su	0729	1.2			
				1406	0.3			
				2037	1.0			
12	0800	1.2	27	0145	0.7			
Su	1434	0.6	M	0745	1.1			
	1833	0.7		1510	0.1			
				2252	1.1			
13	0028	0.4	28	0309	1.0			
M	0819	1.1	Tu	0754	1.1			
	1507	0.5		1609	-0.1			
	2116	0.7						
14	0059	0.6	29	0119	1.3			
Tu	0809	1.1	W	1704	-0.2			
	1541	0.2						
15	0749	1.1	30	0245	1.4			
W	1521	0.0	Th	1756	-0.3			
			31	0339	1.5			
			F	1844	-0.3			

AUGUST 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0424	1.5	16	0334	1.6			
Sa	1928	-0.3	Su	1885	-0.4			
2	0501	1.4	17	0355	1.6			
Su	2008	-0.3	M	0752	1.5			
				0948	1.6			
				1934	-0.5			
3	0524	1.4	18	0416	1.6			
M	2043	-0.3	Tu	0756	1.5			
				1156	1.6			
				2036	-0.4			
4	0531	1.3	19	0436	1.5			
Tu	0937	1.2	W	0842	1.3			
	1226	1.3		1331	1.6			
	2114	-0.2		2122	-0.3			
5	0536	1.3	20	0456	1.4			
W	1035	1.2	Th	0934	1.1			
	1325	1.3		1455	1.6			
	2142	-0.1		2212	0.0			
6	0545	1.3	21	0515	1.4			
Th	1010	1.1	F	1027	0.8			
	1421	1.2		1618	1.5			
	2208	0.0		2300	0.3			
7	0558	1.3	22	0533	1.3			
F	1053	1.0	Sa	1122	0.8			
	1523	1.1		1744	1.4			
	2235	0.1		2349	0.6			
8	0611	1.2	23	0549	1.3			
Sa	1135	0.8	Su	1216	0.4			
	1636	1.0		1915	1.4			
	2303	0.3						
9	0622	1.2	24	0040	0.9			
Su	1216	0.7	M	0609	1.3			
	1804	1.0		1311	0.2			
	2332	0.5		2056	1.4			
10	0628	1.2	25	0143	1.2			
M	1257	0.5	Tu	0608	1.3			
	1946	1.0		1426	0.1			
				2258	1.5			
11	0003	0.6	26	1509	0.0			
Tu	0624	1.2	W					
	1241	0.3						
	2141	1.1						
12	0033	1.0	27	0115	1.6			
W	0604	1.2	Th	1813	0.0			
	1430	0.1						
13	0536	1.3	28	0236	1.6			
Th	1526	-0.1	F	1717	0.0			
14	0521	1.5	29	0328	1.6			
F	1626	-0.2	Sa	1816	0.0			
15	0504	1.6	30	0408	1.6			
Sa	1732	-0.4	Su	1906	0.1			
			31	0426	1.6			
			M	1948	0.1			

SEPTEMBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0423	1.5	16	0313	1.6			
Tu	0909	1.3	W	0758	1.4			
	1204	1.4		1256	1.7			
	2023	0.2		2024	0.3			
2	0419	1.5	17	0328	1.6			
W	0901	1.3	Th	0939	1.1			
	1313	1.4		1424	1.7			
	2052	0.3		2116	0.5			
3	0422	1.4	18	0343	1.5			
Th	0918	1.2	F	0923	0.8			
	1416	1.4		1543	1.7			
	2120	0.4		2206	0.6			
4	0429	1.4	19	0358	1.5			
F	0946	1.0	Sa	1007	0.6			
	1519	1.4		1658	1.8			
	2147	0.5		2255	1.0			
5	0438	1.4	20	0412	1.5			
Sa	1017	0.8	Su	1052	0.4			
	1624	1.4		1813	1.8			
	2216	0.7		2347	1.3			
6	0446	1.4	21	0423	1.6			
Su	1050	0.7	M	1133	0.2			
	1732	1.4		1929	1.8			
	2248	0.9						
7	0449	1.4	22	0045	1.5			
M	1125	0.5	Tu	0424	1.6			
	1846	1.4		1221	0.2			
	2322	1.1		2051	1.8			
8	0444	1.4	23	1311	0.2			
Tu	1204	0.3	W	2229	1.8			
	2008	1.5						
	2356	1.3						
9	0429	1.5	24	1408	0.3			
W	1250	0.2	Th					
	2143	1.6						
10	0027	1.5	25	0056	1.8			
Th	0415	1.6	F	1514	0.3			
	1344	0.1						
11	0415	1.7	26	0220	1.8			
F	1449	0.0	Sa	1627	0.4			
12	0426	1.8	27	0257	1.8			
Sa	1632	0.0	Su	1734	0.4			
13	0400	1.8	28	0304	1.7			
Su	1716	0.0	M	1831	0.5			
14	0251	1.8	29	0255	1.7			
M	1826	0.0	Tu	0847	1.4			
				1225	0.7			
				1921	0.7			
15	0300	1.7	30	0251	1.6			
Tu	0726	1.6	W	0831	1.4			
	1113	1.7		1242	1.5			
	1928	0.1		1953	0.7			

OCTOBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0253	1.6	16	0210	1.5			
Th	0834	1.2	F	0830	0.7			
	1353	1.6		1514	1.8			
	2026	0.8		2117	1.1			
2	0258	1.6	17	0224	1.5			
F	0850	1.0	Sa	0908	0.4			
	1458	1.6		1623	1.9			
	2059	1.0		2211	1.3			
3	0304	1.6	18	0235	1.5			
Sa	0912	0.9	Su	0943	0.2			
	1558	1.7		1726	2.0			
	2133	1.1		2304	1.5			
4	0309	1.6	19	0245	1.5			
Su	0940	0.6	M	1020	0.1			
	1658	1.7		1828	2.0			
	2209	1.3						
5	0311	1.6	20	0001	1.6			
M	1011	0.4	Tu	0245	1.7			
	1758	1.6		1559	0.1			
	2246	1.5		1928	1.9			
6	0307	1.6	21	1140	0.1			
Tu	1048	0.2	W	2031	1.9			
	1901	1.8						
	2322	1.6						
7	0300	1.7	22	1225	0.2			
W	1130	0.1	Th	2152	1.8			
	2013	1.9						
	2354	1.7						
8	0259	1.8	23	1315	0.3			
Th	1220	0.1	F					
	2138	1.9						
9	0019	1.8	24	0111	1.8			
F	0310	1.9	Sa	1413	0.4			
	1318	0.1						
10	0326	1.9	25	0136	1.7			
Sa	1426	0.2	Su	1517	0.5			
11	0308	1.9	26	0116	1.7			
Su	1542	0.2	M	1625	0.6			
12	0118	1.8	27	0112	1.6			
M	1702	0.3	Tu	1728	0.7			
13	0130	1.9	28	0113	1.6			
Tu	0715	1.6	W	0756	1.3			
	1823	1.8		1140	1.3			
	1818	0.5		1824	0.8			
14	0143	1.7	29	0118	1.5			
W	0724	1.3	Th	0748	1.0			
	1225	1.7		1318	1.4			
	1921	0.7		1915	1.0			
15	0157	1.6	30	0123	1.5			
Th	0754	1.0	F	0755	0.8			
	1357	1.7		1428	1.5			
	2021	0.9		2002	1.1			
			31	0128	1.5			
			Sa	0812	0.5			
				1527	1.7			
				2048	1.3			

NOVEMBER 2009

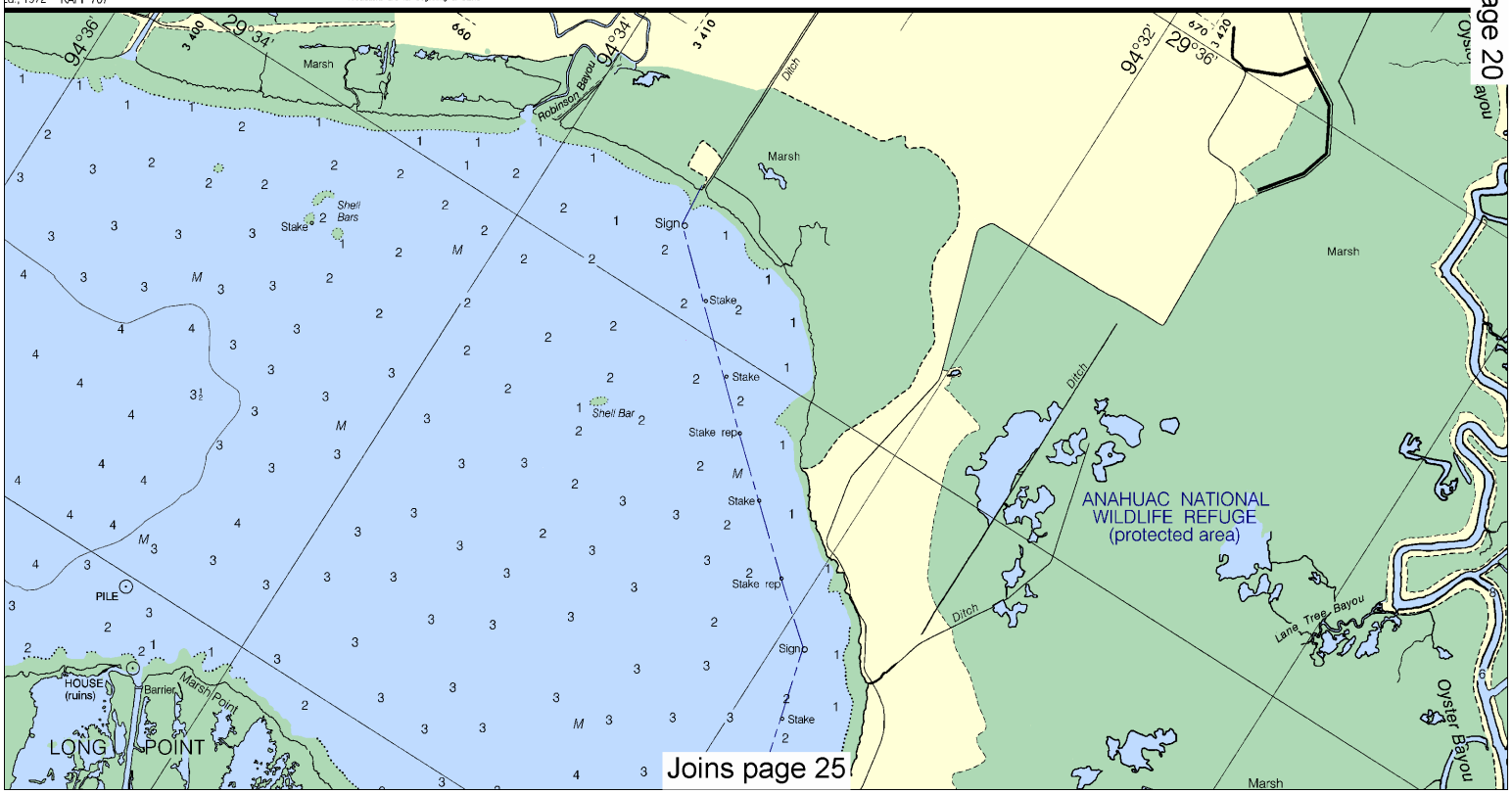
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0131	1.5	16	0111	1.5			
Su	0836	0.3	M	0921	-0.2			
	1620	1.8		1740	1.8			
	2132	1.4						
2	0130	1.5	17	0956	-0.3			
M	0827	0.1	Tu	1827	1.8			
	1713	1.9						
	2212	1.5						
3	0130	1.6	18	1032	-0.2			
Tu	0843	0.1	W	1916	1.7			
	1806	1.9						
	2246	1.6						
4	0135	1.7	19	1110	-0.2			
W	1026	-0.2	Th	2009	1.6			
	1905	1.9						
	2312	1.7						
5	0155	1.8	20	1150	-0.1			
Th	1112	-0.2	F	2110	1.5			
	2011	1.9		2350	1.4			
	2336	1.7						
6	0221	1.8	21	0137	1.5			
F	1205	-0.2	Sa	1232	0.0			
	2126	1.8		2211	1.5			
7	0008	1.7	22	1316	0.2			
Sa	0250	1.8	Su	2249	1.4			
	1303	-0.1						
	2238	1.7						
8	0127	1.8	23	1402	0.3			
Su	0255	1.7	M	2309	1.4			
	1409	0.1						
	2322	1.7						
9	1523	0.3	24	1453	0.5			
M	2347	1.6	Tu	2323	1.3			
10	0626	1.2	25	0723	0.8			
Tu	0819	1.3	W	1012	0.9			
	1644	0.5		1553	0.6			
				2333	1.2			
11	0006	1.5	26	0653	0.7			
W	0636	1.5	Th	1224	1.0			
	1146	1.3		1709	0.8			
	1806	0.8		2341	1.2			
12	0022	1.4	27	0653	0.4			
Th	0705	0.5	F	1350	1.2			
	1331	1.4		1835	1.0			
	1924	1.0		2344	1.2			
13	0037	1.4	28	0707	0.2			
F	0736	0.3	Sa	1452	1.3			
	1451	1.6		1955	1.1			
	2034	1.2		2342	1.2			
14	0050	1.4	29	0732	-0.1			
Sa	0812	0.1	Su	1542	1.5			
	1556	1.7		2059	1.2			
	2139	1.3		2337	1.3			
15	0102	1.4	30	0804	-0.3			
Su	0846	-0.1	M	1629	1.6			
	1651	1.8		2141	1.3			
	2239	1.4		2342	1.4			

DECEMBER 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0842	-0.5	16	0940	-0.6			
Tu	1717	1.7	W	1824	1.3			
	2200	1.8						
2	0913	1.4	17	1014	-0.6			
W	0928	-0.7	Th	1901	1.2			
	1808	1.7		2235	1.1			
	2214	1.4						
3	0958	1.5	18	0125	1.2			
Th	1813	-0.7	F	1049	-0.5			
	1902	1.6		1938	1.2			
	2235	1.4		2345	1.0			
4	0148	1.6	19	0155	1.1			
F	1103	-0.7	Sa	1123	-0.4			
	1957	1.5		2012	1.1			
	2310	1.4		2331	1.0			
5	0230	1.6	20	0211	1.1			
Sa	1157	-0.5	Su	1156	-0.3			
	2048	1.4		2041	1.1			
6	0014	1.3	21	1229	-0.1			
Su	0333	1.4	M	2105	1.0			
	1252	-0.3						
	2128	1.3						
7	0218	1.0	22	1302	0.0			
M	0501	1.1	Tu	2125	1.0			
	1352	-0.1						
	2158	1.2						
8	0418	0.8	23	1336	0.2			
Tu	0806	0.9	W	2139	0.9			
	1500	0.3						
	2221	1.1						
9	0512	0.5	24	0516	0.3			
W	1045	0.9	Th	1048	0.6			
	1626	0.6		1418	0.5			
	2241	1.1		2145	0.9			
10	0557	0.2	25	0523	0.1			
Th	1255	1.0	F	1257	0.7			
	1814	0.8		1527	0.6			
	2256	1.1		2141	0.9			
11	0637	-0.1	26	0545	-0.2			
F	1428	1.2	Sa	1415	0.9			
	1954	1.0		1801	0.8			
	2312	1.1		2108	0.9			
12	0718	-0.4	27	0617	-0.4			
Sa	1534	1.0	Su	1505	1.1			
	2120	1.0						
	2323	1.1						
13	0753	-0.5	28	0656	-0.7			
Su	1624	1.4	M	1548	1.2			
14	0829	-0.6	29	0739	-0.9			
M	1707	1.4	Tu	1632	1.3			
15	0904	-0.6	30	0827	-1.0			
Tu	1747	1.4	W	1717	1.3			
				2102	1.1			
			31	0004	1.2			
			Th	0916	-1.1			
				1801	1.3			
				2124	1.1			

Time meridian 90 W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.
On days when the tide is diurnal, high water has an approximate stand of about 7 hours.
Predictions are for beginning of stand.

ed., 1972 KAPP 707



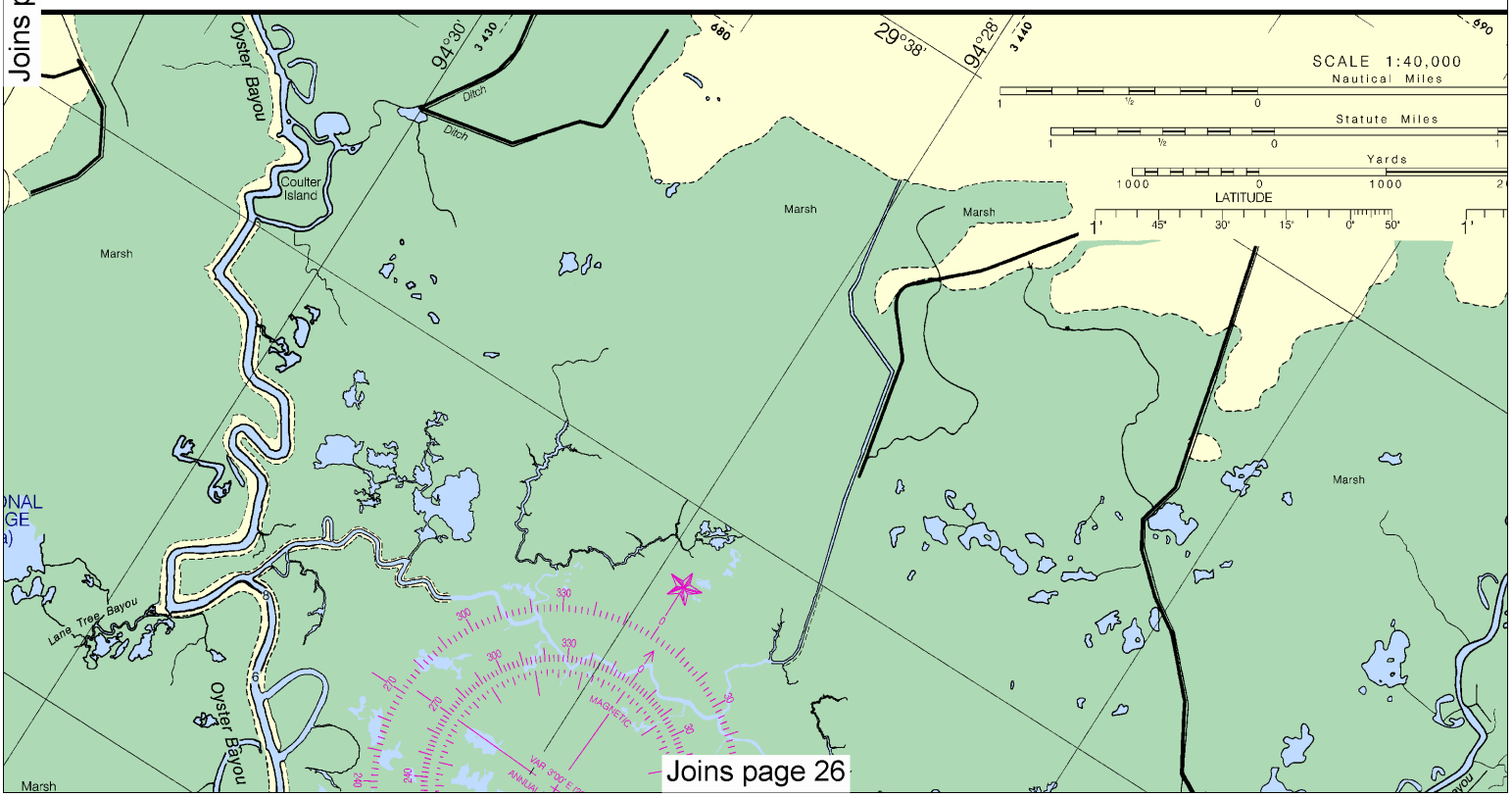
Joins page 25

Joins page 20

Joins page 14

09	DECEMBER 2009			
Time Ht.	Day Time Ht.		Day Time Ht.	
h.m. ft.		h.m. ft.		h.m. ft.
11 1.5 21 -0.2 40 1.8	1 0842 -0.5 Tu 1717 1.7 2200 1.3		16 0940 -0.6 W 1824 1.3	
56 -0.3 27 1.8	2 0013 1.4 W 0928 -0.7 1808 1.7 2214 1.4		17 1014 -0.6 Th 1901 1.2 2235 1.1	
02 -0.2 16 1.7	3 0058 1.5 Th 1013 -0.7 1902 1.6 2235 1.4		18 0125 1.2 F 1049 -0.5 1938 1.2 2245 1.0	
10 -0.2 09 1.6	4 0148 1.5 F 1103 -0.7 1957 1.5 2310 1.4		19 0155 1.1 Sa 1123 -0.4 2012 1.1 2331 1.0	
50 -0.1 10 1.5 50 1.4	5 0239 1.5 Sa 1157 -0.5 2048 1.4		20 0211 1.1 Su 1156 -0.3 2041 1.1	
37 1.5 52 0.0 11 1.5	6 0014 1.3 Su 0333 1.4 1252 -0.3 2128 1.3		21 1229 -0.1 M 2105 1.0	
16 0.2 49 1.4	7 0218 1.0 M 0501 1.1 1352 -0.1 2158 1.2		22 1302 0.0 Tu 2125 1.0	
02 0.3 09 1.4	8 0418 0.8 Tu 0806 0.9 1500 0.3 2221 1.1		23 1336 0.2 W 2139 0.9	
53 0.5 23 1.3	9 0512 0.5 W 1045 0.9 1626 0.6 2241 1.1		24 0518 0.3 Th 1048 0.6 1418 0.5 2145 0.9	
23 0.8 12 0.9 53 0.6 33 1.2	10 0557 0.2 Th 1255 1.0 1814 0.8 2258 1.1		25 0523 0.1 F 1257 0.7 1527 0.6 2141 0.9	
53 0.7 24 1.0 09 0.8 41 1.2	11 0637 -0.1 F 1429 1.2 1954 1.0 2312 1.1		26 0545 -0.2 Sa 1415 0.9 1801 0.8 2108 0.9	
53 0.4 50 1.2 35 1.0 44 1.2	12 0716 -0.4 Sa 1534 1.4 2120 1.0 2323 1.1		27 0817 -0.4 Su 1505 1.1	
07 0.2 50 1.3 58 1.1 43 1.2	13 0753 -0.5 Su 1624 1.4		28 0856 -0.7 M 1548 1.2	
32 -0.1 46 1.5 59 1.2 37 1.3	14 0829 -0.6 M 1707 1.4		29 0739 -0.9 Tu 1632 1.3	
04 -0.3 29 1.6 41 1.3	15 0904 -0.6 Tu 1747 1.4		30 0827 -1.0 W 1717 1.3 2102 1.1	
			31 0004 1.2 Th 0918 -1.1 1801 1.3 2124 1.1	

Joins page 19



Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 15

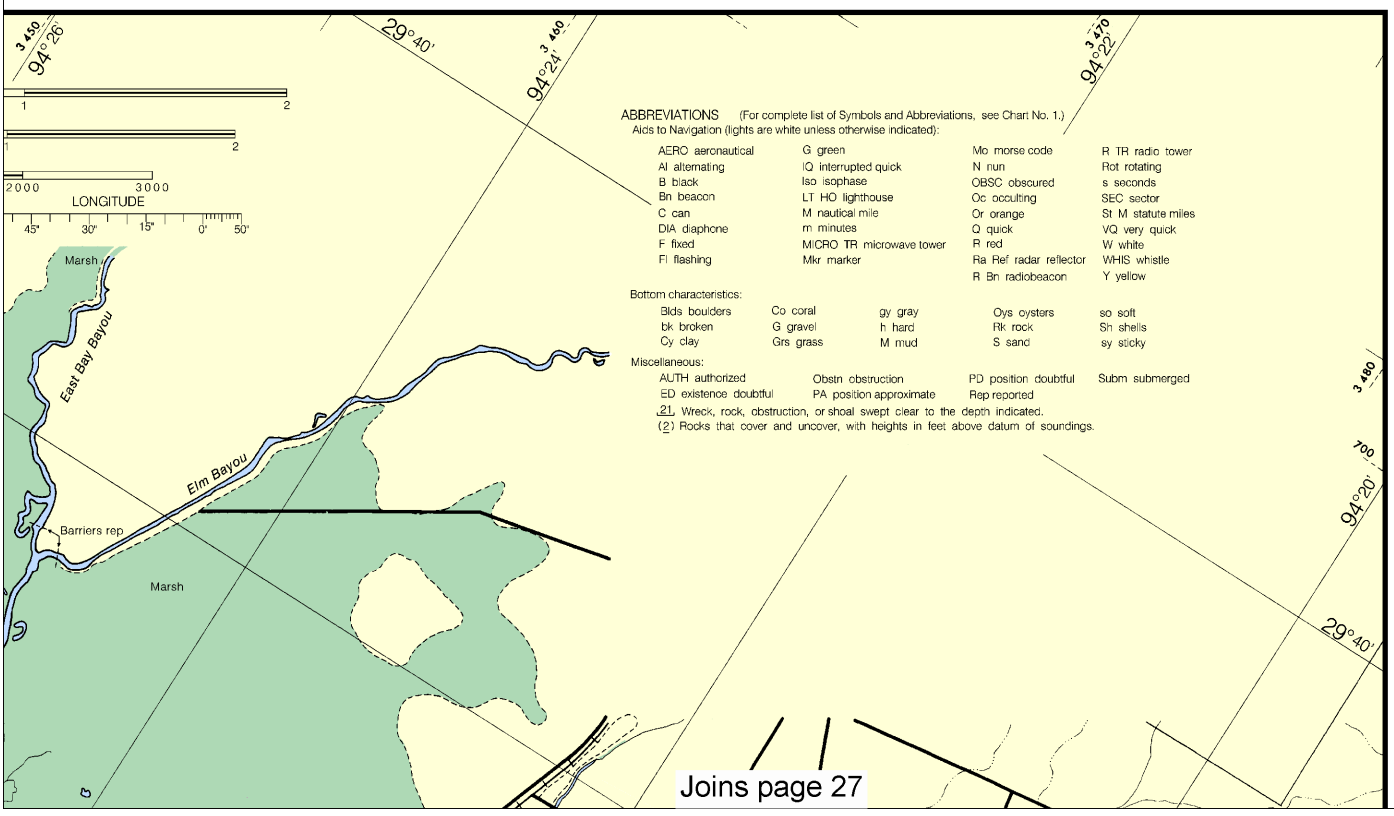


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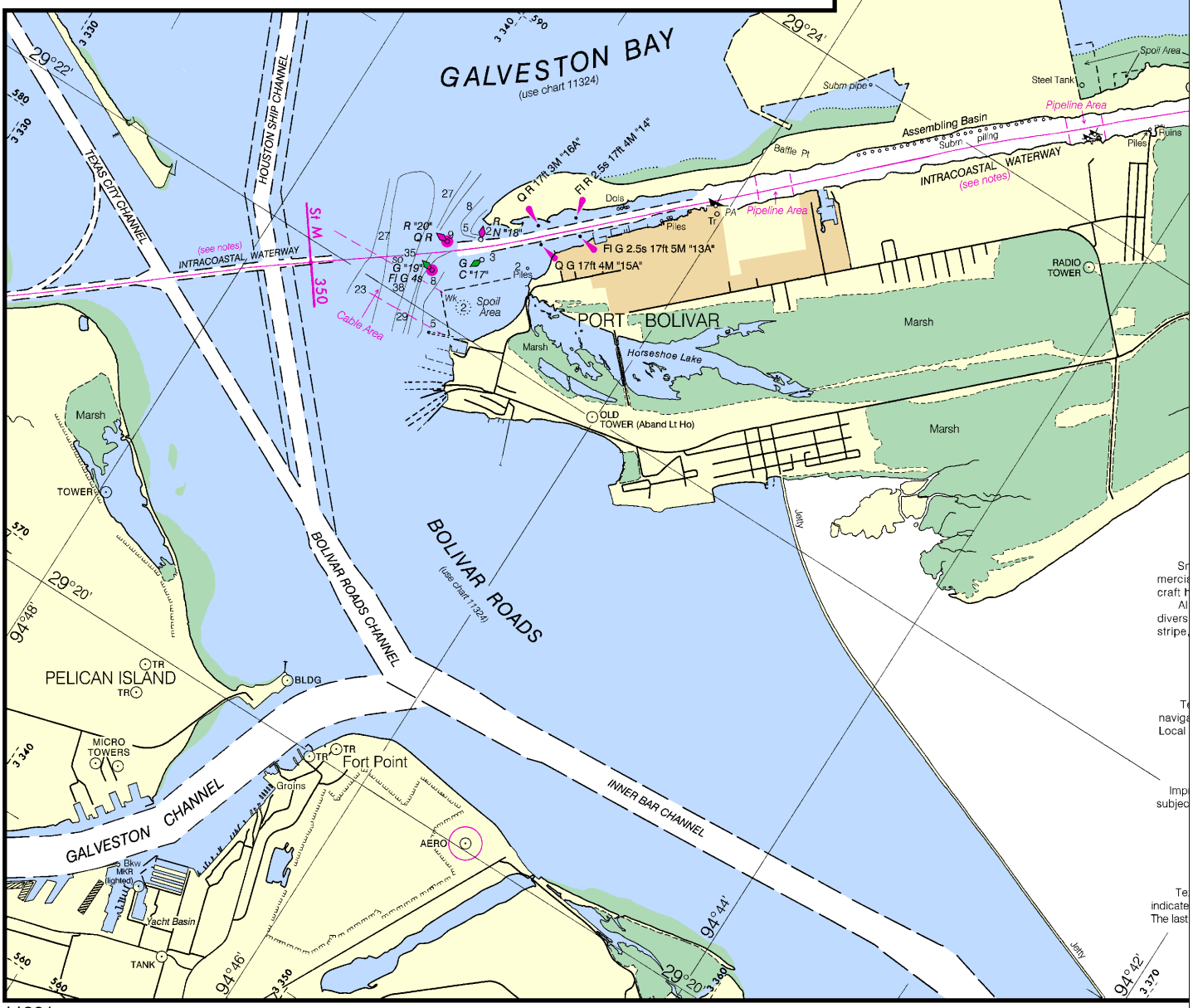
Chart 11331 21st Ed., Jan. /09 ■
Corrected through NM Jan. 24/09, LNM Jan. 13/09
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION SCALE 1:40,000 AT LAT. 29°38'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

NSN 7642014010225
NGA REFERENCE NO. 11XHA11331
ED. NO. 21

CONTINUED ON CHART 11324

SIDE B



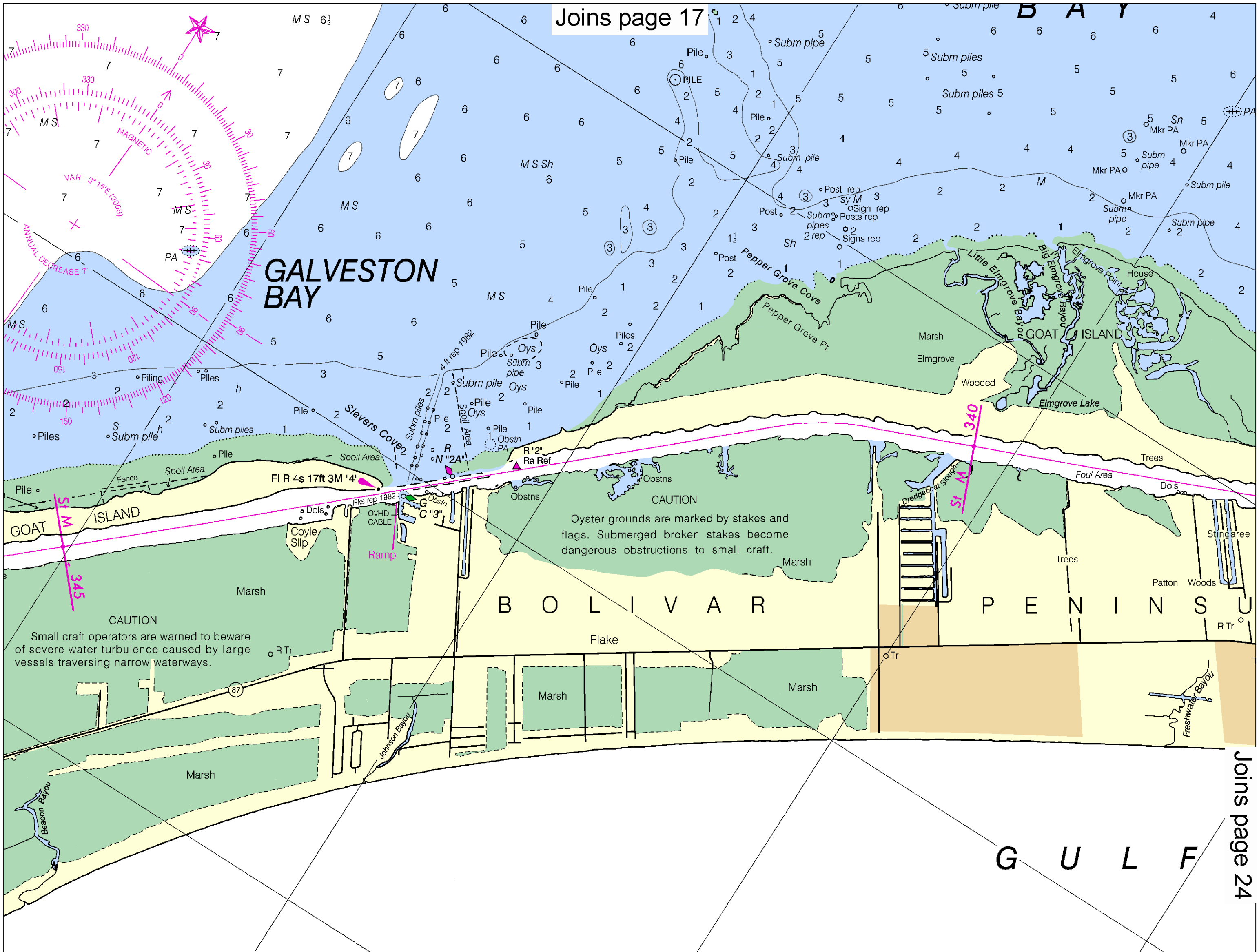
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

Small craft should stay clear of large com- cial and government vessels even if small t have the right-of-way.
All craft should avoid areas where the skin rs flag, a red square with a diagonal white e, is displayed.

CAUTION

Temporary changes or defects in aids to gation are not indicated on this chart. See al Notice to Mariners.

CAUTION

nproved channels shown by broken lines are ect to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State Grid, south centeral zone, is ated by dashed ticks at 10,000 foot intervals. st three digits are omitted.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

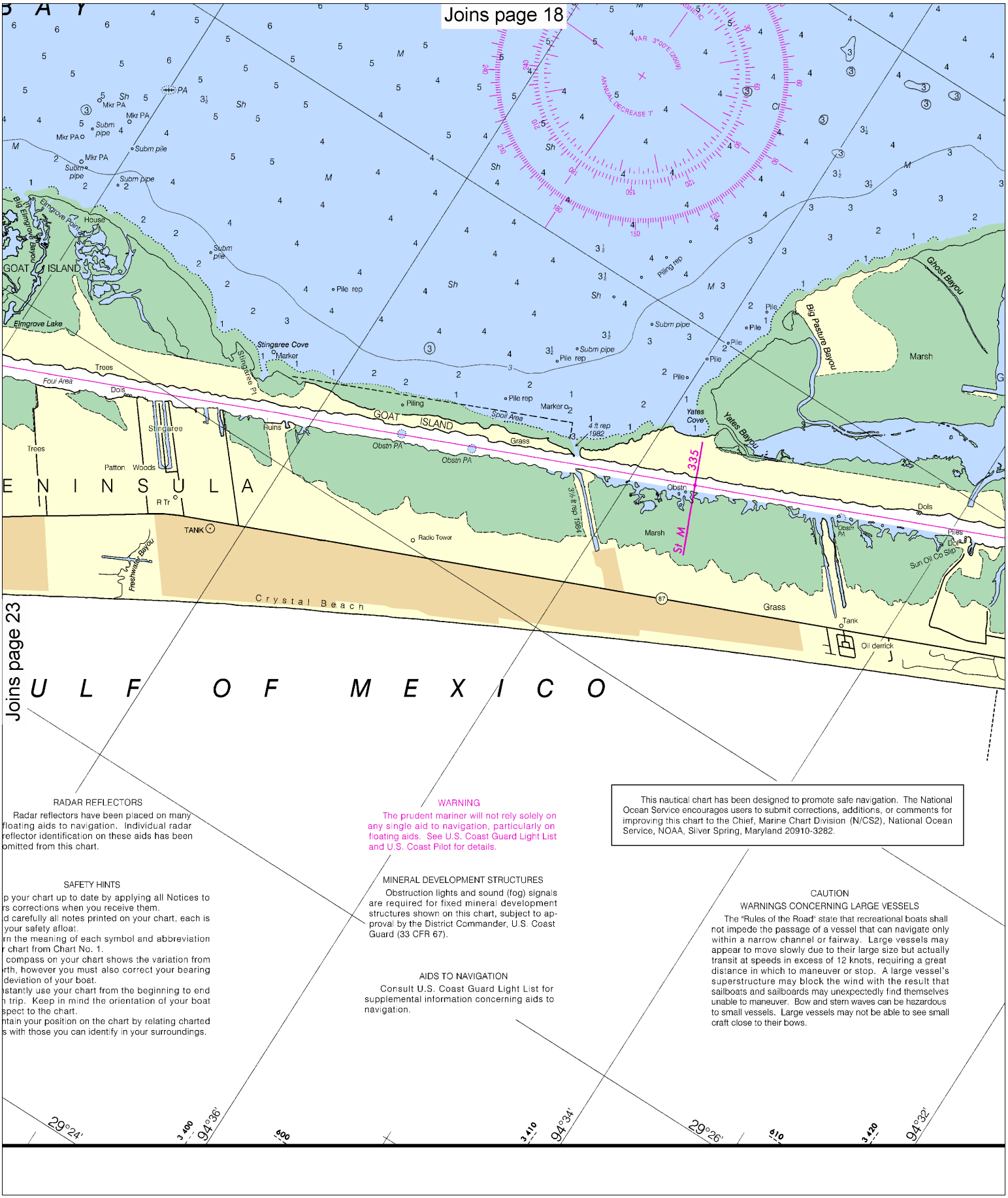
RADAR REFLECTORS

Radar reflectors have been placed on man floating aids to navigation. Individual rada reflector identification on these aids has bee omitted from this chart.

SAFETY HINTS

1. Keep your chart up to date by applying all Notic Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, ea vital to your safety afloat.
3. Learn the meaning of each symbol and abbrev on your chart from Chart No. 1.
4. The compass on your chart shows the variation true north, however you must also correct your be for the deviation of your boat.
5. Constantly use your chart from the beginning t of each trip. Keep in mind the orientation of your with respect to the chart.
6. Maintain your position on the chart by relating ch features with those you can identify in your surround

580 29°22' 94°40' 3 380 590 3 390 94°38' 29°24' 3 40



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SAFETY HINTS

p your chart up to date by applying all Notices to rs corrections when you receive them.
d carefully all notes printed on your chart, each is your safety afloat.
rn the meaning of each symbol and abbreviation r chart from Chart No. 1.
compass on your chart shows the variation from rth, however you must also correct your bearing deviation of your boat.
stantly use your chart from the beginning to end h trip. Keep in mind the orientation of your boat spect to the chart.
ntain your position on the chart by relating charted s with those you can identify in your surroundings.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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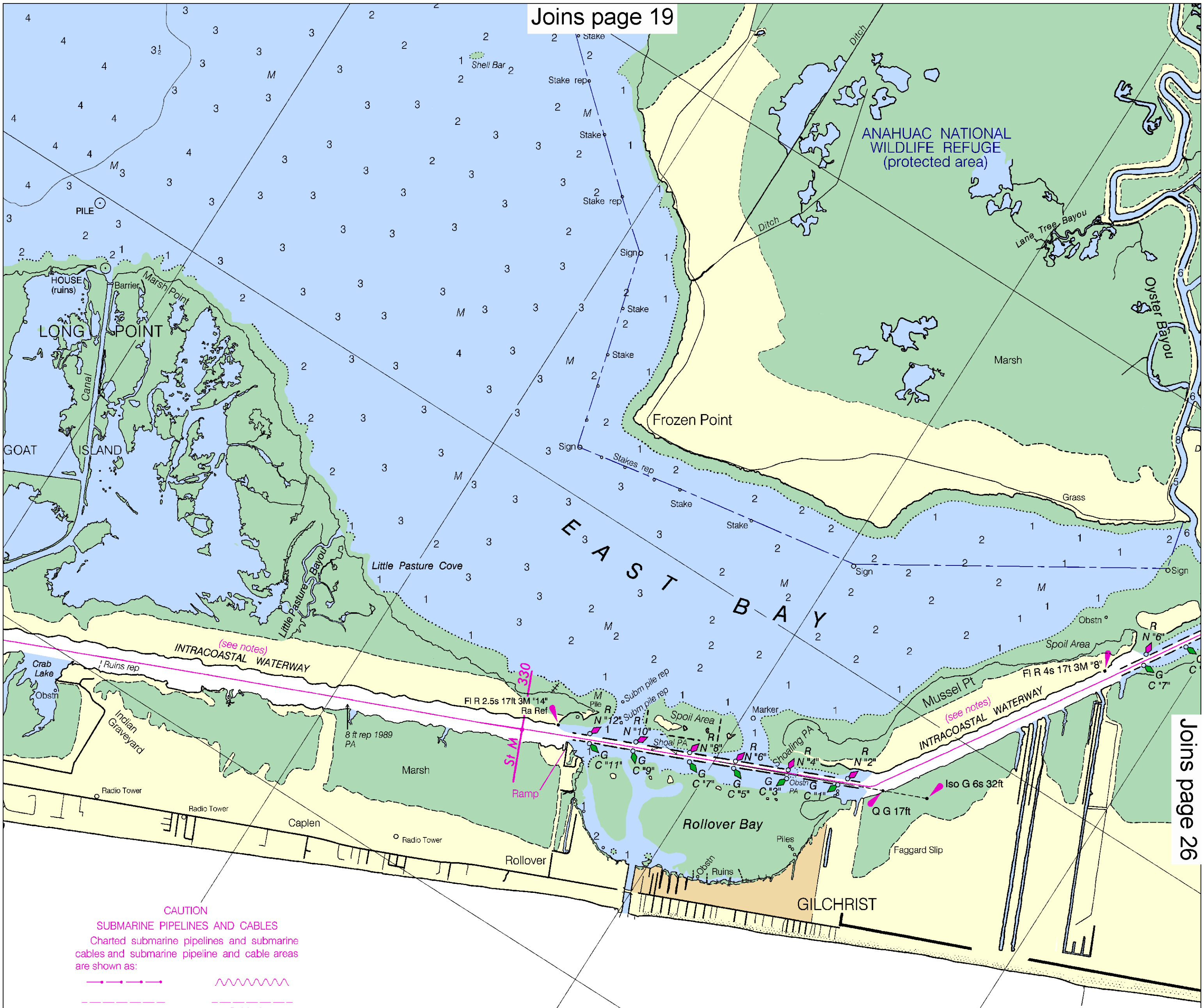

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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA and Galveston, TX.

Refer to charted regulation section numbers.

CAUTION

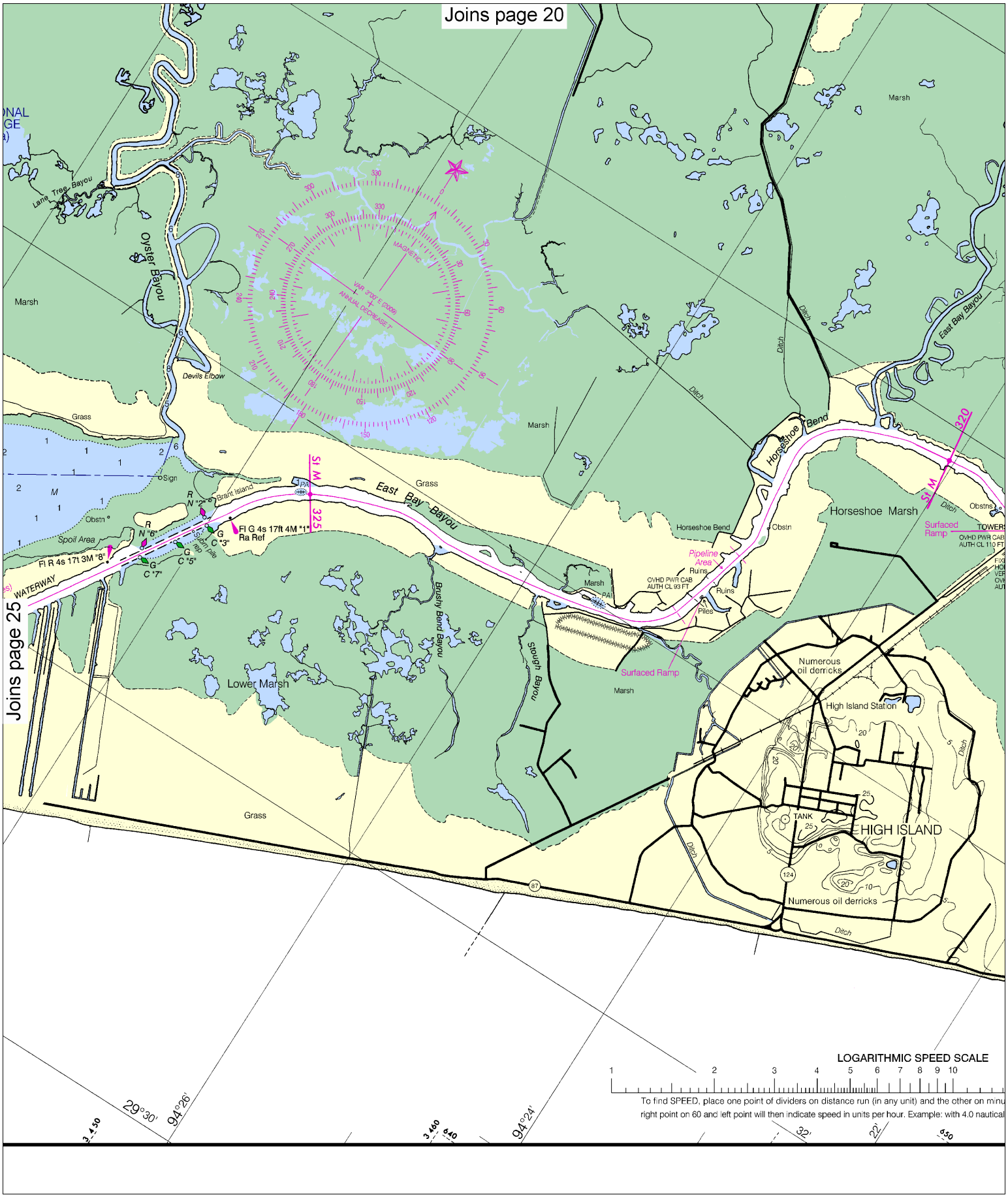
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.787" northward and 0.630" westward to agree with this chart.

94°30′ 29°28′ 94°28′ 29°30′ 94°26′



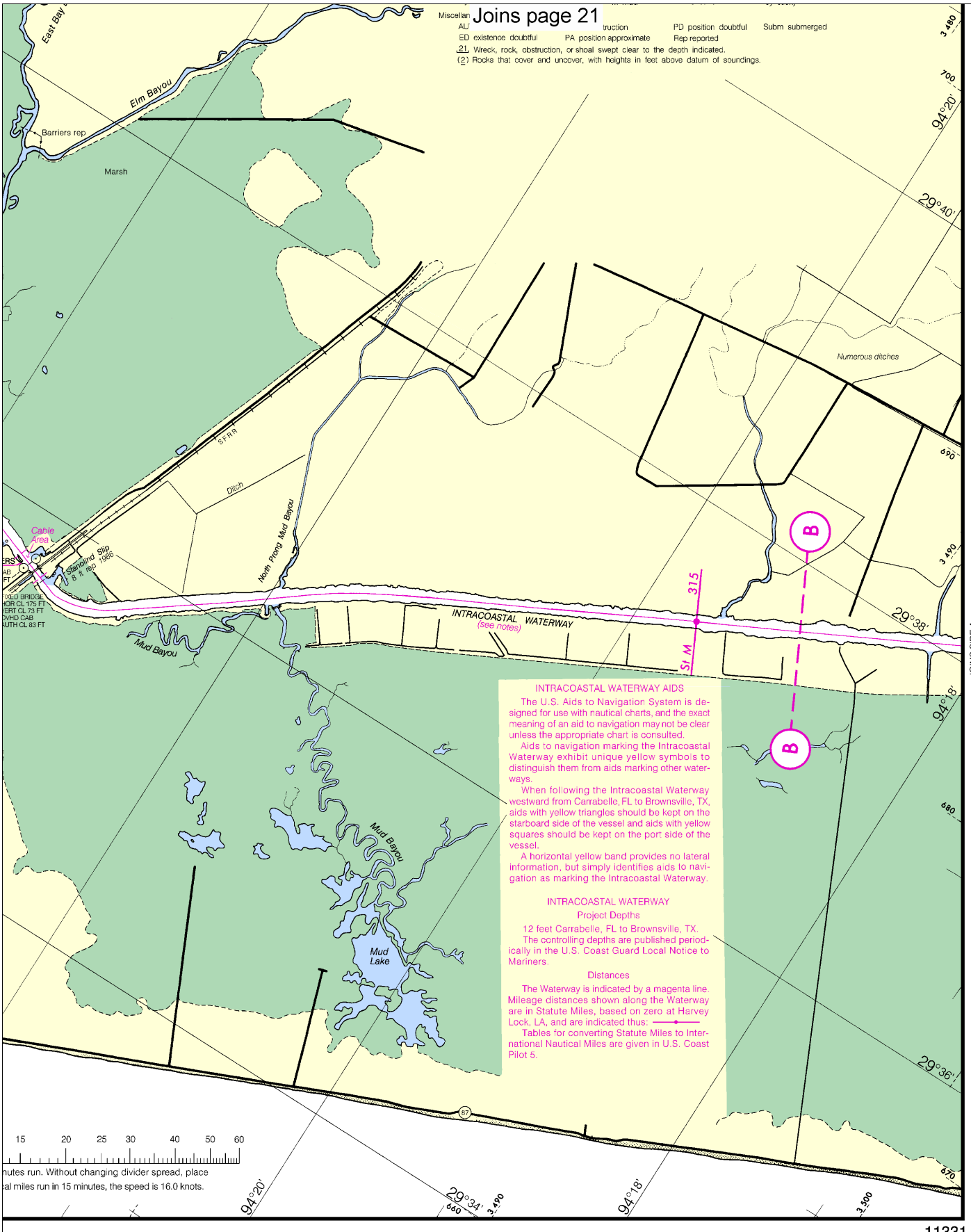
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.


Joins page 21
Miscellan
AU truction
PD position doubtful
Subm submerged
ED existence doubtful
PA position approximate
Rep reported
.21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
East Bay
Elm Bayou
Barriers rep
Marsh
Numerous ditches
SFRR
Ditch
North Prong Mud Bayou
Cable Area
Standard Slip
8 ft rep 1986
FIXED BRIDGE
HOR CL 175 FT
VERT CL 73 FT
OVHD CAB
AUTH CL 83 FT
INTRACOASTAL WATERWAY
(see notes)
31.5
St M
Mud Bayou
Mud Bayou
Mud Lake
B
B
INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
87
15 20 25 30 40 50 60
nutes run. Without changing divider spread, place
al miles run in 15 minutes, the speed is 16.0 knots.
94°20'
29°34'
94°18'
94°20'
29°40'
29°38'
29°36'
3490
3500
700
690
680
670
660
SIDE B
JOINS SIDE A
11331

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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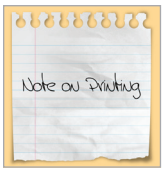

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker